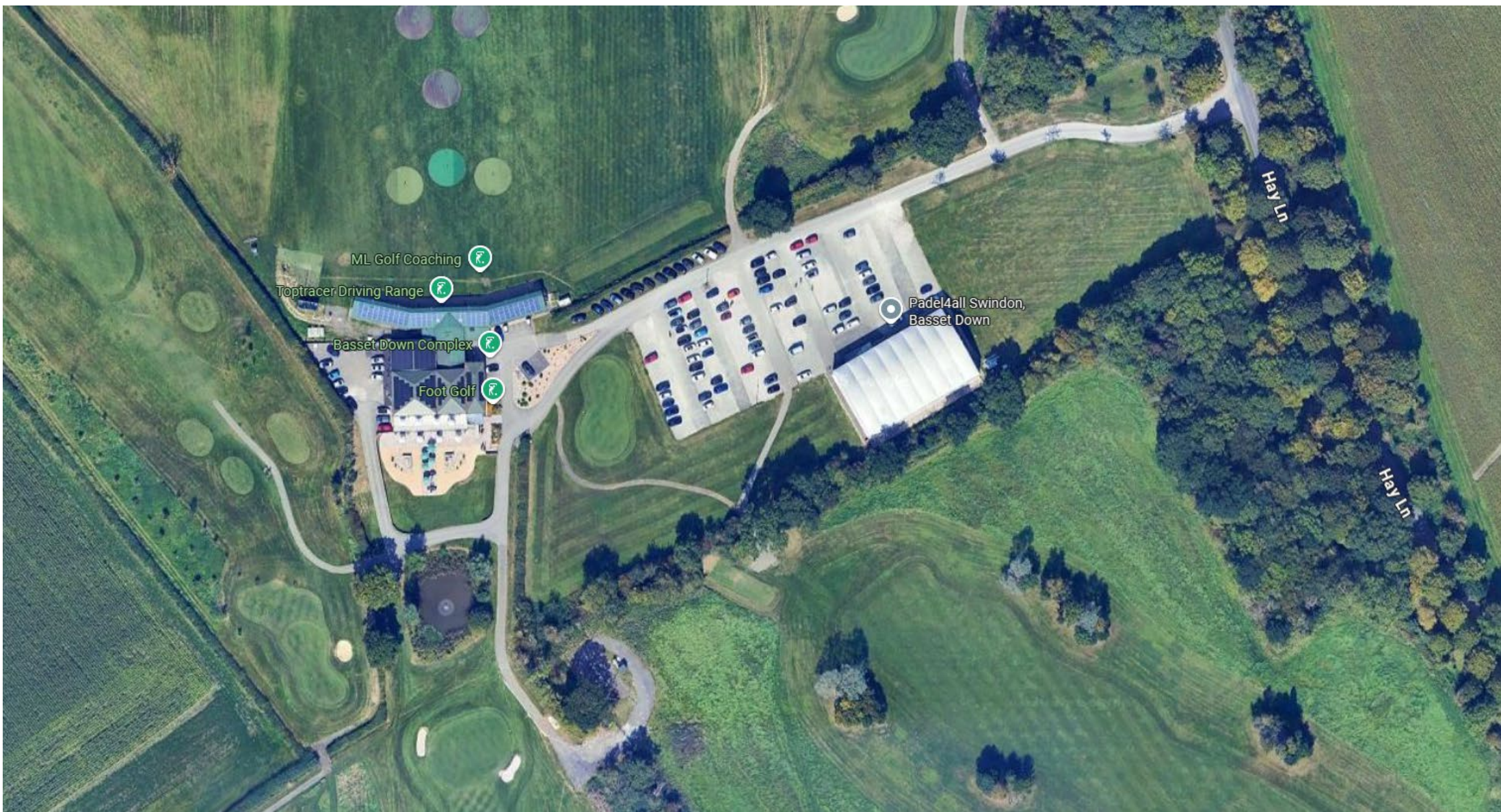




Planning, Design and Access Statement

Basset Down Complex, Hay Lane, Basset Down, Swindon, SN4 9QP

18 December 2025

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1 INTRODUCTION

INTRODUCTION

- 1.1 This planning, design and access statement has been prepared by Wessex Planning Ltd on behalf of Sonder Sports I Limited in support of a planning application for the construction of an 18 hole adventure golf course and associated parking at Basset Down Complex, Hay Lane, Basset Down, Swindon, SN4 9QP.
- 1.2 The proposal seeks to expand the leisure offering at Basset Down Complex by constructing an 18 hole adventure golf course, to encourage the younger generation to participate in the sport of golf.
- 1.3 For completeness, the LPA should be aware that a separate planning application for the extension of the existing padel courts to incorporate two additional padel courts will shortly be submitted, although the padel court application is entirely separate to this adventure golf course application.
- 1.4 The submission includes the following:
 - Preliminary Ecological Appraisal
 - Biodiversity Statement
 - Statutory BNG Metric Calculations
 - Transport Statement
 - Location Plan
 - Block Plan
 - Site Layout Plan
 - Landscape Plan
 - General Specification
 - Tree Report

2 SITE CONTEXT AND HISTORY

SITE CONTEXT AND HISTORY

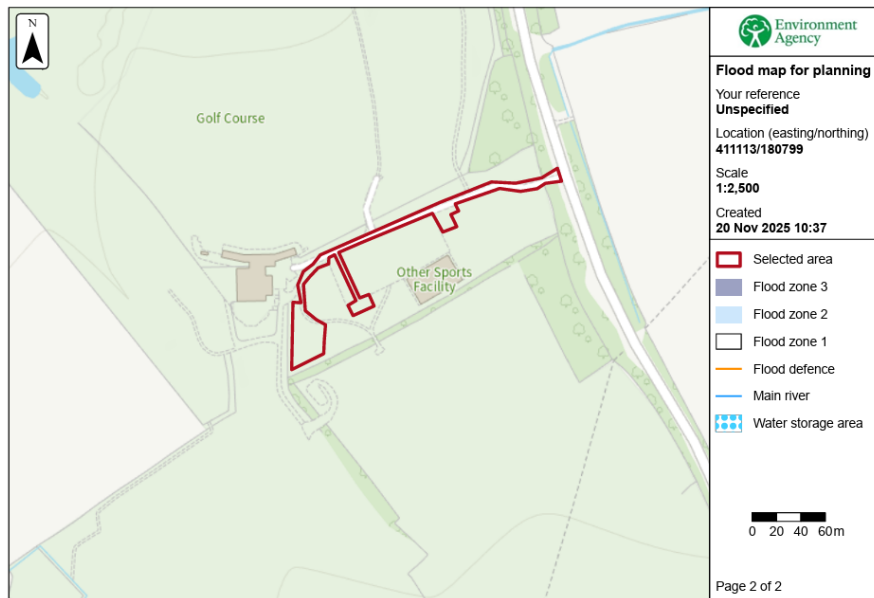
- 2.1 Set in the Wiltshire countryside, Basset Down Complex is a family run destination offering a variety of leisure activities to visitors including a 9 hole parkland golf course; 20 bay 'toptracer' driving range; an 18 hole footgolf course; a nine hole crazy footgolf course; Disc Golf (playable on the existing 9 and 18 hole footgolf courses), and three padel tennis courts.
- 2.2 In addition, the complex offers food and beverages to their visitors, including a 78-seater restaurant providing a range of home-cooked dishes, using premium ingredients from local Wiltshire suppliers, and also hosts private functions including weddings, corporate events and private functions.
- 2.3 The site for the adventure golf course is located to the south of the existing golf centre building, adjacent to the existing practice green (see photographs below).



- 2.4 The site is located outside the defined limits of development and is therefore designated as open countryside by the Wiltshire Council adopted Local Plan. The site is also within the locality of the North Wessex Downs National Landscape, which is located further afield to the south and south east of the site.
- 2.5 The proposed site is bounded by trees and hedgerows to the south and west, the existing practice green and car park to the east, with the clubhouse and access road to the north.
- 2.6 The site is accessible via the existing access from Hay Lane, which serves the wider Basset Down Complex (see below).



- 2.7 The site is located in flood zone 1 and therefore has a low probability of flooding from rivers or the sea.



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- 2.8 There is no relevant planning history directly related to the proposed adventure golf course site but there are a number of historic planning applications relating to the wider Basset Down Complex, which are detailed below;

- *N/03/02126/FUL | Change Of Use From Agricultural To 9 Hole Golf Course Together With Driving Range And Office Buildings And Parking Area | **APPROVE WITH CONDITIONS** | 08 Jan 2004*
- *N/04/03251/FUL | Proposed 20 Bay Covered Driving Range, Kiosk With Ancillary Sales Area, Ball Wash, Lobby And Toilets (Together With Associated Parking Area) (Revision To 03.02126.Ful) | **APPROVE WITH CONDITIONS** | 11 Jan 2005*

- *N/05/02327/S73A | Illumination of Ball Landing Area (Variation of Condition 6 of Planning Permission 04/03251/FUL) | **REFUSED** | 02 Nov 2005*
- *N/06/02887/FCM | Re-profiling Of Golf Driving Range | **NOOBJECT** | 20 Mar 2007*
- *N/07/07015/FCM | Re-Profiling Operation Involving Inert Waste (Subsoils) | **OBJECT** | 17 Aug 2007*
- *N/11/02790/S73A | Variation of Condition 6 of N/10/02321/S73A, Relating to Light Measurement | **APPROVE WITH CONDITIONS** | 25 Nov 2011*
- *13/05668/VAR | Variation of Condition 13 of 09/00079/COU | **APPROVE WITH CONDITIONS** | 02 May 2014*
- *S/18/0591 | Erection of two storey/ single storey extension to club house, single storey extension to driving range and extension to car park. | **GRANTED PERMISSION** | 25 Oct 2018*
- *18/03038/FUL | Extension to golf course club house and car park | **APPROVE WITH CONDITIONS** | 30 Oct 2018*
- *19/02112/VAR | Variation of conditions 1 & 3 of N/11/02790/S73A to allow alterations to the proposed lighting | **APPROVE WITH CONDITIONS** | 10 Sep 2019*
- *21/00546/FUL | Construction of 3 Padel Tennis Courts with Canopy. Extension of Car Parking Area to Provide Additional 12 Spaces and Landscaping. | **APPROVE WITH CONDITIONS** | 10 May 2021*
- *PL/2021/08979 | Discharge of conditions 7 & 10 of planning application 21/00546/FUL (Construction of 3 Padel Tennis Courts with canopy. Extension of parking area and landscaping) | **APPROVE** | 17 Dec 2021*

- *PL/2022/06161 | Variation of Condition 10 of PL/2021/06952 to extend the duration of time to complete the previously approved works to due shortage of suitable, high quality soils for final stage of golf course construction and length of time to profile the approved contours until 31st December 2023 | **APPROVE WITH CONDITIONS** | 30 Sep 2022*
- *PL/2022/05167 | Variation of conditions 4 of 19/02112/VAR to amend hours of operation of floodlights to be 08.00 - 21.00 Mondays to Saturdays and Bank Holidays, and 08.00 - 19.00 on Sundays | **APPROVE WITH CONDITIONS** | 18 Nov 2022*

3 PROPOSAL

- 3.1 The proposal seeks to diversify the existing recreational offer and build on the centre's reputation for attracting children into the sport of golf from an early age. Adventure golf courses are built to a theme that includes pirates, jungles, dinosaurs, crocodiles etc, each designed to capture the imagination of younger children and their families.
- 3.2 The adventure golf course is a well-established attraction often attached to driving ranges or other golf centres within the UK, many within open space locations.
- 3.3 Constructed by specialists in the design, build, theme and decoration of bespoke and inspiring play and recreational areas, this adventure golf course would have a 'agriculture' theme and include sculptures, a water feature, entrance sign and good quality landscaping.
- 3.4 The proposal incorporates the following key elements, details of which are provided in the supporting General Specification document:
 - Boundary fencing and gates
 - Entrance signage
 - 18 golf holes with associated edging
 - Themed sculptures, models and water feature
 - Border finishes, planting and pathways

Layout

- 3.5 The proposal has a site area of 1,098 sqm and would be sited to the west of the existing car park and practice green and south of the main golf complex building on land currently laid to close mown grass.
- 3.6 The adventure golf course is intended to maximise the attractiveness of the golf complex to families, allowing an open-air experience for

children and their families, acting as an entry gateway for the younger generation into the sport of golf.



- 3.7 The adventure course would consist of 18 themed holes incorporating models of local features and landmarks, together with woodland model creatures, set amongst a landscaped setting that is invisible from any wider public vantage point.





Scale

With the exception of the 'West Kennet' rock structure, with a height of 2.2m and the entrance signage with a height of 2.8m, all other structures are less than 1.7m high, and are considered minor and low-level. Examples are shown below.



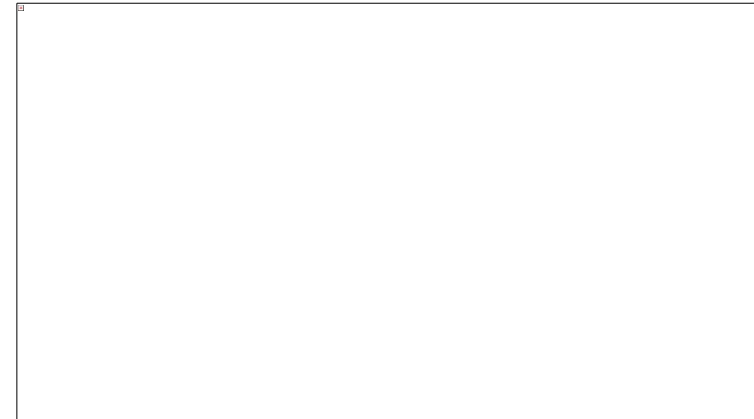
3.8 The appearance of the proposal is designed around a 'woodland/local landmark' theme with a 'lazy' river, natural rocks, local landmark sculptures, woodland sculptures and landscaping carefully considered to align with the theme. An example is shown below.



Landscaping and Trees

- 3.9 The adventure golf course is designed with high quality landscaping using only native species carefully selected and managed to imitate woodland terrain.
- 3.10 The landscaping would include soft and hard landscaping in the form of grasses and shrubs amongst resin-bound mulch pathways, with fully permeable substrates.
- 3.11 The 'greens' are made of porous artificial grass overlaying porous bases, allowing natural surface water percolation. The golf hole/cup is made from a pre-formed plastic cup with gravel under to allow for drainage. The woodland sculptures are made of natural wood, supplemented by the local landmark sculptures constructed of

natural rock. In addition, the waterbody and reservoir will be created using a liner covered in trowelled finish concrete.



- 3.12 The boundary of the adventure golf complex will comprise of a 0.9m high timber 'picket-style', post and rail fencing, designed to blend seamlessly with the wider surroundings and to screen the adventure golf course from the wider surroundings



- 3.13 In terms of trees, the supporting tree survey produced in conjunction with the separate planning application for the padel court extension (submitted by others) identifies the need to remove 1 Category C1 Cherry Tree (T14) to accommodate the eastern extension to the existing car park.
- 3.14 No other trees or hedgerows will be impacted by this development.
- 3.15 Full details of the materials and finishes proposed are provided in the supporting 'General Specification' document and the Landscape Plan that accompanies this application.

Lighting

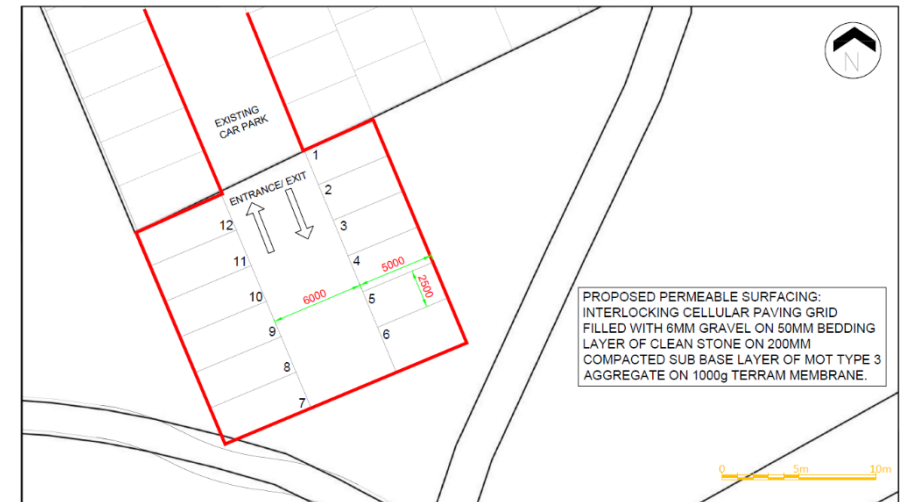
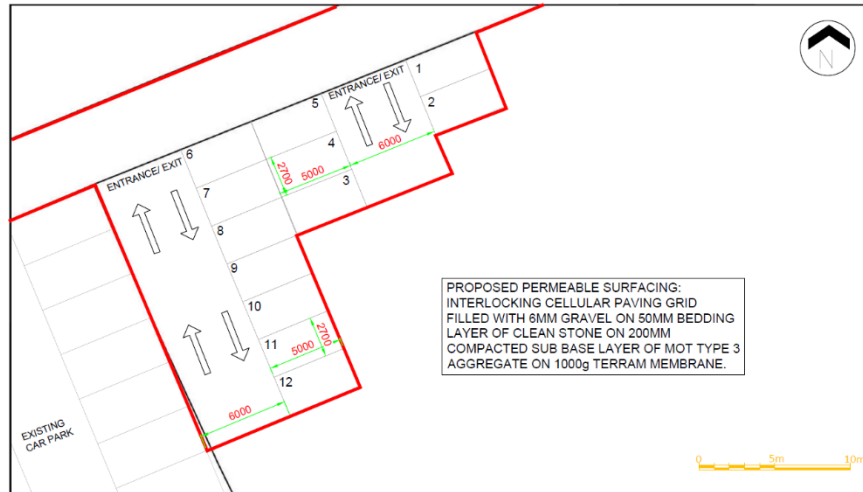
- 3.16 The adventure golf complex will have modern style 25w LED bollard lights constructed of die-cast aluminium, approximately 900mm in height, to provide unobtrusive down-cast, low-level lighting, sufficient to light the adventure golf course only.



Access and Parking

- 3.17 The site is accessible via the existing road access to Basset Down Complex from Hay Lane, with the existing access more than adequate to accommodate the minimal increase in traffic movements resulting from this proposal.

- 3.18 The Transport Statement accompanying this application confirms that on a worst-case basis, a maximum of 24 two-way vehicle movements per hour would be generated at peak times. As such, the impact on the wider highway network would be negligible.
- 3.19 In terms of parking, Basset Down Complex currently has parking capacity for up to 150 vehicles. The supporting Transport Statement confirms that at peak periods, this parking provision is fully utilised.
- 3.20 The Transport Note confirms that on a worst-case basis, the adventure golf course would require an additional 24 car parking spaces.
- 3.21 Accordingly, the proposals include provision of an additional 24 car parking spaces. 12 spaces will be provided by extending the existing car park to the south, and a further 12 spaces will be provided by extending the existing car park eastwards, north of the existing padel courts.
- 3.22 For completeness, it should be noted that subject to permission being granted for the separate extension to the padel courts (mentioned in the Introduction to this planning, design and access statement), a further extension to the existing car park will be proposed to accommodate the parking requirement generated by the additional padel courts.
- 3.23 The supporting Transport Note has been produced with both applications in mind.

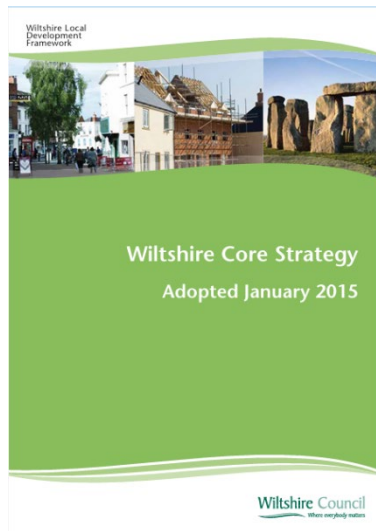


Hours of Use

3.24 The opening hours of the proposed adventure golf course are 10:00 hours to 1 hour after dusk, 7 days a week.

4 POLICY CONTEXT

- 4.1 The policy context comprises the Wiltshire Core Strategy (adopted in January 2015).



- 4.2 The most relevant policies of the adopted Local Plan are detailed below, with the full policy text provided as Appendix 1:

- Core Policy 1 Settlement Strategy
- Core Policy 2 Delivery Strategy
- Core Policy 39 Tourist development
- Core Policy 50 Biodiversity and geodiversity
- Core Policy 51 Landscape
- Core Policy 52: Green infrastructure
- Core Policy 57 Ensuring high quality design and place shaping
- Core Policy 61 Transport and new development
- Core Policy 64 Demand Management

- Core Policy 67 Flood Risk

- 4.3 Wiltshire Council has an emerging Local Plan which was submitted to the Secretary of State for Housing Communities and Local Government for independent examination on 28th November 2024.

- 4.4 The policies contained within the emerging Local Plan carry increasing weight, the closer to the adoption of the emerging Local Plan.

- 4.5 The most relevant policies of the emerging Local Plan are detailed below, with the full policy text provided as Appendix 1:

- Policy 1 Settlement Strategy
- Policy 2 Delivery Strategy
- Policy 69 Tourism and related development
- Policy 71 Transport and new development
- Policy 73 Transport: demand management
- Policy 83 Health and wellbeing
- Policy 88 Biodiversity and geodiversity
- Policy 89 Biodiversity net gain
- Policy 91 Conserving and enhancing Wiltshire's landscapes
- Policy 93 Green and blue infrastructure
- Policy 95 Flood risk
- Policy 98 Ensuring high quality design and place shaping

5 OTHER MATERIAL CONSIDERATIONS

OTHER MATERIAL CONSIDERATIONS

The National Planning Policy Framework (NPPF)

5.1 Paragraph 88 states;

Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses;*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

5.2 Paragraph 96 states;

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*

- c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

5.3 Paragraph 98 states;

To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;*
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.*

5.4 Paragraph 103 states;

Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and

support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

5.5 Paragraph 110 states;

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

6 PLANNING ASSESSMENT

Principle of Development

- 6.1 The use of the existing site is well-established as an important and useful recreational resource within the countryside. The National Planning Policy Framework (NPPF) seeks to support both the rural economy and existing recreational resources, whilst also encouraging healthy lifestyles.
- 6.2 Golf is a sport which is land-based. Paragraph 88b of the NPPF directly supports the development and diversification of agricultural and other land-based rural businesses, and Paragraph 88d supports the retention and development of community facilities such as sports venues. Basset Down Complex is seeking to diversify and improve their recreational offer particularly to younger members of families in order to pique their interest in golf as part of a healthy lifestyle.
- 6.3 Core Policy 2 states that development outside the limits of development will not be permitted other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25.
- 6.4 Paragraph 4.25 details these exception policies of which Core Policies 39 and 40 (Development related to tourism) are two such policies.
- 6.5 Core Policy 39 is supportive of development away from Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages, subject to the various site specific criteria detailed within this policy, which are addressed below.
- 6.6 As an existing rural enterprise located outside of limits of development, but located reasonably close to Swindon and not entirely isolated from existing development and settlements, the proposal contributes to the sustainability of Basset Down Complex, further promotes recreation and the enjoyment of the countryside and is located in close proximity to the existing clubhouse and driving range.

- 6.7 Accordingly, the principle of development accords with Core Policies CP1, CP2, CP39 and the NPPF, as well as Policies 1, 2, 69 and 83 of the emerging Local Plan.

Impact on the Character, Appearance and Visual Amenity of the Area

- 6.8 The proposed adventure golf course is located between the existing clubhouse building and the existing padel courts on an area of land adjacent to the existing practice green.
- 6.9 The site is screened by these structures to the north/north west and to the east. To the west and south, the site is screened by existing trees and hedgerows
- 6.10 The proposals incorporate low level structures which are considered minor in nature, particularly in comparison to the existing clubhouse and padel courts, and will be invisible from the public realm.
- 6.11 The proposed landscaping of the adventure golf course will further enhance the appearance of the proposals within the immediate landscape of Basset Down Complex.
- 6.12 In terms of the North Wessex Downs National Landscape, the proposal, given the diminutive mass and scale, lack of prominence and the existing screening provided by the existing built form, existing trees and hedgerows will not adversely affect its setting, and will be invisible to visual receptors.
- 6.13 It is of note that in permitting the construction of three padel courts (application reference 21/00546/FUL) with a height of 9.184 metres, the LPA considered that;

due to the relatively high level of containment within the local landscape, the proposed development can be successfully integrated into the existing mature landscape of Basset Down Golf Complex and the wider landscape. The recommended landscape mitigation and enhancement measures will see the effect on specific receptors being

reduced, and any adverse effects having been mitigated as far as possible through appropriate landscape measures.

- 6.14 Accordingly, the proposals accord with Core Policies 39, 51, 52 and 57 and emerging Policies 69, 83, 91 and 93.

Impact on Residential Amenity

- 6.15 The nearest residential dwelling is located approximately 600m south of the proposed adventure golf course, with further residential dwelling further afield.
- 6.16 In terms of lighting, the proposed low-level down cast bollard lights will reduce light spill, and will be sufficient to light the adventure golf course only.
- 6.17 As such, there will be no adverse impact on residential amenity in terms of noise, light pollution or loss of privacy and as such, the proposals accord with Core Policy 57 and emerging Policy 98.

Ecology and Biodiversity Net Gain (BNG)

- 6.18 Core Policy 50 and emerging Policy 88 seek to preserve and enhance biodiversity and emerging Policy 89 seeks to ensure that all non-exempt development delivers a minimum of 20% BNG over the pre-development biodiversity.
- 6.19 It should be noted that Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) states that *The biodiversity gain objective is met in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage.* The relevant percentage in the Act is 10%
- 6.20 The supporting Preliminary Ecological Appraisal confirms that the proposed development avoids the loss of habitats of ecological

importance and that the proposed ecological enhancement measures will enhance the biodiversity of the site.

- 6.21 In terms of ecological impacts and associated mitigation and compensation, it is proposed to adopt Reasonable Avoidance Measures to protect retained habitats, badgers, and other mammals, and amphibians.
- 6.22 In terms of BNG, the supporting statutory BNG metric calculations confirm that with the implementation of the proposed landscape plan and the planting of 38 additional trees, an onsite biodiversity net gain of 11.42% will be achieved.
- 6.23 In terms of trees, the loss of a single category C1 cherry tree, a low quality tree, to accommodate the car park extension has been mitigated as part of the biodiversity net gain of the development with the planting of 39 new trees.
- 6.24 Accordingly, the proposals accord with Core Policy 50 and emerging policies 88 and 89.

Access and Parking

- 6.25 Core Policies 61 and 64 and emerging Policies 71 and 73 seek to ensure that new development reduces the need to travel by private car, is served by a safe access to the highway network, and has sufficient off road parking to serve the needs of the development.
- 6.26 Paragraph 110 of the NPPF recognises that opportunities to maximise sustainable travel solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making
- 6.27 The Transport Statement accompanying this application confirms that the existing access is sufficient for the type and volume of traffic anticipated from the proposed adventure golf course, with capacity to accommodate the expected modest increase in traffic.

- 6.28 The Transport Statement further concludes that based on the parking accumulation study and the anticipated demand, a further 24 car parking spaces are required to serve the needs of the adventure golf course.
- 6.29 The proposals include provision of an additional 24 car parking spaces and accordingly, the proposals accord with Core Policies 61 and 64 and emerging Policies 71 and 73.

Flood Risk

- 6.30 The development lies within Flood Zone 1 and will be constructed using permeable materials including gravel and decking therefore resulting in limited changes to permeability.
- 6.31 As such, the proposals accord with Core Policy 67 and emerging policy 95.

7 CONCLUSION

CONCLUSION

- 7.1 The adventure golf course seeks to diversify the use of the existing recreational offer on land that is already used as part of the golf centre.
- 7.2 In landscape terms, the proposed development sits between the existing clubhouse to the north west and the existing padel courts to the east and is screened by these structures, together with the existing trees and hedgerows to the south and west. As such, there is no impact on residential amenity and negligible (if any) impact on the North Wessex Downs National Landscape.
- 7.3 In terms of traffic, the site is served by an existing access capable of managing the modest increase in traffic and with the provision of the additional car parking spaces, able to accommodate the additional car parking requirements.
- 7.4 As a business located in a rural area, national planning guidance is clear in its support to allow expansion and diversification even if such businesses are located beyond settlement boundaries and away from public transport.
- 7.5 As a use seeking to introduce the youngest members of society to a sport, national planning policy is also supportive, requiring Local Planning Authorities to enable and support healthy lifestyles through the provision of sports facilities and development that encourages walking. Allowing a further opportunity for physical activity is important for the health and well-being of communities and is a key aim of national planning policy.
- 7.6 In conclusion, the proposal accords with all relevant Development Plan policy and national planning policy guidance. It is therefore respectfully requested that planning permission is granted.

8 APPENDIX 1 - POLICIES

APPENDIX 1 - POLICIES

Adopted Local Plan

Core Policy 1 Settlement Strategy

The Settlement Strategy identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire.

The area strategies in Chapter 5 list the specific settlements which fall within each category.

Principal Settlements

Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres.

They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self containment.

The Principal Settlements are: Chippenham, Trowbridge and Salisbury.

Market Towns

Outside the Principal Settlements, Market Towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.

The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.

Local Service Centres

Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.

Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.

The Local Service Centres are: Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton.

Large and Small Villages

Large Villages are defined as settlements with a limited range of employment, services and facilities. Small Villages have a low level of services and facilities, and few employment opportunities.

Development at Large and Small Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.

The Large and Small Villages are: see area strategies, Chapter 5.

Core Policy 2 Delivery Strategy

In line with Core Policy 1, the delivery strategy seeks to deliver development in Wiltshire between 2006 and 2026 in the most sustainable manner by making provision for at least 178ha of new employment land and at least 42,000 homes distributed as follows:

	Minimum housing requirement (dwellings)
East Wiltshire HMA	5,940
North and West Wiltshire HMA	24,740
South Wiltshire HMA	10,420
West of Swindon	900
Wiltshire	42,000

This will be delivered in a sustainable pattern in a way that prioritises the release of employment land and the re-use of previously developed land to deliver regeneration opportunities, and to limit the need for development on Greenfield sites, with approximately 35% of development taking place on previously developed land.

The 42,000 homes will be developed in sustainable locations in conformity with the distribution set out above, against which the land supply situation will be assessed. A more detailed distribution is set out in the Community Area

APPENDIX 1 - POLICIES

Strategies. Development proposals should also be in general conformity with these.

Sites for development in line with the Area Strategies will be identified through subsequent Site Allocations DPDs and by supporting communities to identify sites through neighbourhood planning.

Within the defined limits of development

Within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Outside the defined limits of development

Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25, development will not be permitted outside the limits of development, as defined on the policies map. The limits of development may only be altered through the identification of sites for development through subsequent Site Allocations Development Plan Documents and neighbourhood plans.

At the Small Villages development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:

- i) Respects the existing character and form of the settlement
- ii) Does not elongate the village or impose development in sensitive landscape areas
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.

Strategically important sites

Development will be supported at the following sites in accordance with the Area Strategies and requirements in the development templates at Appendix A.

Central Car Park, Salisbury

Up to 40,000 sqm retail and leisure floor space and 200 dwellings

Churchfields & Engine Sheds, Salisbury

5 ha of retained employment land and 1,100 dwellings

Drummond Park, Ludgershall

475 dwellings

Former Imerys Quarry, Salisbury

4 ha of employment land

Fugglestone Red, Salisbury

8 ha of employment land and 1,250 dwellings

Hampton Park, Salisbury

500 dwellings

Horton Road, Devizes

8.4 ha of employment land

Kings Gate, Amesbury

1,300 dwellings

Kingston Farm and Moulton Estate, Bradford on Avon

2-3 ha of employment land and 150 dwellings

Longhedge (Old Sarum), Salisbury

8 ha of employment land and 450 dwellings

Mill Lane, Hawkeridge, Westbury

14.7 ha of employment land

Salisbury Road, Marlborough

220 dwellings

Ashton Park, South East Trowbridge

15 ha of employment land and 2,600 dwellings

Station Road, Westbury

250 dwellings

UKLF, Wilton

3 ha of employment land and 450 dwellings

West of Warminster

6 ha of employment land and 900 dwellings

Masterplans will be developed for each strategically important site in partnership between the local community, local planning authority and the developer, to be approved by the council as part of the planning application process. At mixed use sites development will be phased to ensure employment land, and its appropriate infrastructure, is brought forward during the early stages of development.

Core Policy 39 Tourist development

Within Principal Settlements and Market Towns, proposals for tourist development of an appropriate scale (including attractions and tourist accommodation) will be supported subject to a sequential assessment. Proposals for large-scale tourist development must be assessed against all the policies of this Core Strategy, including transport implications and how the proposal could assist rural regeneration and the well being of communities.

Outside the Principal Settlements and Market Towns, tourist and visitor facilities should be located in or close to Local Service Centres or Large and Small Villages and, where practicable, be located in existing or replacement buildings. Any proposal needs to carefully consider the need to protect landscapes and environmentally sensitive sites with the objective of providing adequate facilities, enhancing enjoyment and improving the financial viability of the attraction. If new buildings are required in the countryside for tourist development, these should be directed towards the Local Service Centres and Large and Small Villages.

In exceptional cases development may be supported away from the Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages where it can be demonstrated that all of the following criteria are met:

- i. There is evidence that the facilities are in conjunction with a particular countryside attraction.
- ii. No suitable alternative existing buildings or sites exist which are available for re-use.
- iii. The scale, design and use of the proposal is compatible with its wider landscape setting and would not detract from the character or appearance of the landscape or settlement and would not be detrimental to the amenities of residential areas.
- iv. The building is served by adequate access and infrastructure.
- v. The site has reasonable access to local services and a local employment base.

Extensions to existing facilities should be appropriate in scale to their location and help to ensure the future viability of the business, including farm diversification schemes.

Proposals for camping and touring caravan sites (including extensions) will be supported where they can be accommodated without adverse impact on the character and appearance of the landscape and meet criteria iii to v above.

Core Policy 50 Biodiversity and geodiversity

Protection

Development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.

All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.

Any development potentially affecting a Natura 2000 site must provide avoidance measures in accordance with the strategic plans or guidance set out in paragraphs 6.75-6.77 above where possible, otherwise bespoke measures must be provided to demonstrate that the proposals would have no adverse effect upon the Natura 2000 network. Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy.

Biodiversity enhancement

All development should seek opportunities to enhance biodiversity. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Such enhancement measures will contribute to the objectives and targets of the Biodiversity Action Plan (BAP) or River

Basin/Catchment Management Plan, particularly through landscape scale projects, and be relevant to the local landscape character.

Local sites

Sustainable development will avoid direct and indirect impacts upon local sites through sensitive site location and layout, and by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will generally be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:

- i. cannot reasonably be avoided
- ii. are reduced as far as possible
- iii. are outweighed by other planning considerations in the public interest
- iv. where appropriate compensation measures can be secured through planning obligations or agreements.

Development proposals affecting local sites must make a reasonable contribution to their favourable management in the long-term.

Core Policy 51 Landscape

Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies.
- ii. The locally distinctive character of settlements and their landscape settings.
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.
- iv. Visually sensitive skylines, soils, geological and topographical features.
- v. Landscape features of cultural, historic and heritage value.
- vi. Important views and visual amenity.

- vii. Tranquillity and the need to protect against intrusion from light pollution, noise, and motion.
- viii. Landscape functions including places to live, work, relax and recreate.
- ix. Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscapes and scenic beauty.

Proposals for development within or affecting the Areas of Outstanding Natural Beauty (AONBs), New Forest National Park (NFNP) or Stonehenge and Avebury World Heritage Site (WHS) shall demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas. Proposals for development outside of an AONB that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities (as set out in the relevant management plan), must also demonstrate that it would not adversely affect its setting.

Core Policy 52: Green infrastructure

Development shall make provision for the retention and enhancement of Wiltshire's green infrastructure network, and shall ensure that suitable links to the network are provided and maintained. Where development is permitted developers will be required to:

- i. retain and enhance existing on site green infrastructure
- ii. make provision for accessible open spaces in accordance with the requirements of the adopted Wiltshire Open Space Standards
- iii. put measures in place to ensure appropriate long-term management of any green infrastructure directly related to the development
- iv. provide appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy
- v. identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire.

If damage or loss of existing green infrastructure is unavoidable, the creation of new or replacement green infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green infrastructure network, will be required.

Proposals for major development should be accompanied by an audit of the existing green infrastructure within and around the site and a statement

demonstrating how this will be retained and enhanced through the development process.

Development will not adversely affect the integrity and value of the green infrastructure network, prejudice the delivery of the Wiltshire Green Infrastructure Strategy, or provide inadequate green infrastructure mitigation.

Green infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green infrastructure network in accordance with the Wiltshire Green Infrastructure Strategy will be supported. Contributions (financial or other) to support such projects and initiatives will be required where appropriate from developers.

Core Policy 57 Ensuring high quality design and place shaping

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development
- iii. responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting
- iv. being sympathetic to and conserving historic buildings and historic landscapes
- v. the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are

orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)

- vi. making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area
- vii. having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)
- viii. incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site
- ix. ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)
- x. the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials
- xi. taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future
- xii. the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm
- xiii. the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place
- xiv. meeting the requirements of Core Policy 61 (Transport and New Development).

Core Policy 61 Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a) Visually impaired and other disabled people
 - b) Pedestrians
 - c) Cyclists
 - d) Public transport
 - e) Goods vehicles
 - f) Powered two-wheelers
 - g) Private cars.
- ii. That the proposal is capable of being served by safe access to the highway network.
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

Core Policy 64 Demand management

Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives. These measures include:

- i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:
 - a. public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas

- b. private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework
- c. managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council run car parks in the local area
- d. residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.
- ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment
- iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review
- iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people's travel behaviour towards more sustainable travel options.

Core Policy 62 Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

APPENDIX 1 - POLICIES

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

Core Policy 67 Flood Risk

Development proposed in Flood Zones 2 and 3 as identified within the Strategic Flood Risk Assessment will need to refer to the Strategic Housing Land Availability Assessment when providing evidence to the local planning authority in order to apply the sequential test in line with the requirements of national policy and established best practice.

All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage) unless site or environmental conditions make these measures unsuitable.

Emerging Local Plan

Policy 1 Settlement Strategy

The Settlement Strategy identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire.

The Area Strategies that follow later in the Plan refer to the specific settlements which fall within each category

Principal Settlements

Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres.

They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self containment.

The Principal Settlements are: Chippenham, Trowbridge and Salisbury.

Market Towns

Outside the Principal Settlements, Market Towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town order to help sustain and where necessary enhance their services facilities and promote better levels of self containment and viable sustainable communities.

The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.

Local Service Centres

Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.

Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.

The Local Service Centres are: Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton.

Large and Small Villages

Large Villages are defined as settlements with a limited range of employment, services and facilities. Small Villages have a low level of services and facilities, and few employment opportunities.

Development at Large Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.

Development at Small Villages will be limited to respond to local needs and to contribute to their vitality.

The Large and Small Villages are listed in each Area Strategy at Chapter 4.

Policy 2 Delivery Strategy

In line with Policy 1 (Settlement Strategy), the Delivery Strategy seeks to deliver development in Wiltshire between 2020 and 2038 in the most sustainable manner by making provision for approximately 160ha of new employment land (Use Class B2, B8, E(g)(i-iii) and approximately 36,740 homes in accordance with the form and distribution of development as set out in the policies within the four Area Strategies in Chapter 4.

APPENDIX 1 - POLICIES

The housing requirement is phased across the Plan period as follows and will be used to assess land supply:

Table 3.1 Housing requirement phasing

	Pre-plan adoption (2020-2024)	Phase 1 (2024-2031)	Phase 2 (2031-2038)
Housing requirement (Additional dwellings)	8,080	10,290	18,370

New housing development will be delivered in a way that prioritises the release of employment land, and the re-use of previously developed land to deliver regeneration opportunities is supported to limit the need for development on greenfield sites.

Within settlement boundaries, as identified on the Policies Map, there is a presumption in favour of sustainable development at the Principal Settlements and Market Towns, Local Service Centres and Large Villages. Settlement boundaries will be kept up to date by the local planning authority in accordance with the methodology at Appendix B of the Plan.

Development including employment land will be subject to the following requirements prioritise its delivery:

- for mixed use sites, employment land will be: in attractive locations on site to the market, along with appropriate infrastructure; on suitable usable land that is flat and broadly level; and be made fully serviceable directly accessible no later than following completion of a proportion of the other uses on the wider site, which will be agreed prior to the start of development. Locations should be within walking distance of public transport routes and safe and direct walking and cycling routes.
- marketing of employment land will be undertaken by the developer but agreed prior to the start of development and subject to oversight by the

council, who will approve methodology and review each expression of interest to determine whether it should be pursued.

- should the initial marketing of the employment land be unsuccessful after a period of no less than three years, the site will be transferred to the council to market and bring forward for development.

Principal Settlements and Market Towns

Scales of growth and priorities for the development of Principal Settlements and Market Towns are set out in the Area Strategies for each settlement. Sites are identified within and on the edge of settlement boundaries where development will be supported. Additional housing allocations can be identified through local communities preparing neighbourhood plans and a subsequent site allocation development plan document.

Local Service Centres and Large Villages

Development will be supported that helps sustain the vitality of these communities where it is consistent with the scale, form and role of the settlement and does not detract from its character or appearance. Neighbourhood plans will provide a main means to help carry out this role. Housing, employment and services and facilities are supported within defined Settlement Boundaries.

Sites for housing adjoining settlement boundaries will only be acceptable where identified by neighbourhood plans, subsequent site allocation development plans or as rural housing exception site or first home exceptions site.

A scale of housing growth is set for each Local Service Centre and Large Village, with Tables 4.1, 4.2 and 4.3 of the Area Strategies, that forms housing requirement for a neighbourhood area designation in whole or part.

Small Villages

At Small Villages infill development for housing, employment or services and facilities within the

existing built area will be supported where it respects existing character and form of the settlement, does not elongate the village or consolidate an existing sporadic loose knit area of development related to the settlement.

Other proposals for development adjacent to the built area of Small Villages, as determined by the local planning authority, will be supported where they are for rural housing exception sites or first homes exception sites, or provide for local

employment, services and facilities; provided that the development respects the existing character and form of the settlement and its setting.

Development outside defined Settlements

Development adjoining or beyond settlement boundaries will be managed according to the following policies:

- Additional employment land Policy 64
- Military establishments Policy 66
- Tourism and related development Policy 69
- Rural exceptions sites Policy 77
- Meeting Wiltshire's housing needs Policy 78
- First Homes exception sites Policy 79
- Community facilities Policy 81
- Housing in the Countryside Policy 82

Policy 69 Tourism and related development

Tourism and related development will be supported where it can be demonstrated that the proposal will result in economic, social and environmental benefits for the local area and:

1. is within a Principal Settlement or Market Town; or
2. outside the Principal Settlements and Market Towns, tourist and related development should be located in, or close to Local Service Centres or Large and Small Villages and, where practicable, be located in existing or replacement buildings.

All proposals for tourism and related development, including the intensification of existing tourist facilities must demonstrate as appropriate that they will:

- not have a detrimental impact on landscape, heritage assets, biodiversity and the amenity of local residents;
- avoid unacceptable traffic generation and promote active and sustainable travel options;
- not lead to adverse impacts such as light, noise and odour impacts, particularly in rural or isolated locations. Assessments may be required to address the potential for adverse effects associated with new development;

Policy 71 Transport and new development

In urban areas, new development will be supported where users can access a choice of sustainable transport modes and opportunities are provided to make improvements. In rural areas, it will be recognised that access to sustainable transport options will be limited but opportunities should be taken to allow people to travel by a choice of transport options.

When considering the transport implications of a development, the following will need to be taken into consideration:

- a. visually impaired and other disabled people
- b. pedestrians
- c. cyclists/scooting
- d. public transport
- e. goods and service vehicles, and emergency vehicles
- f. micromobility vehicles
- g. powered two-wheelers
- h. car clubs, car sharing, taxis
- i. private car
- j. freight

Development proposals must be capable of being served by suitable and safe access to the highway network.

Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.

Where appropriate, developer contributions will be sought towards sustainable transport improvements, and travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Where necessary, development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Policy 73 Transport: demand management

Demand management measures that reflect local circumstances and objectives will be required to ensure an integrated transport network and encourage the use of sustainable modes. These measures include:

- i. car parking management – managing the car parking stock through the implementation of appropriate supply, maintenance, charges, enforcement measures and electric vehicle infrastructure. These measures include:
 - a. public car parking charges
 - b. private non-residential parking standards
 - c. managing publicly available private non-residential parking
 - d. residential and workplace parking standards
 - e. electric vehicle charge point infrastructure
 - f. school travel plans
 - g. residents parking
- ii. traffic management measures;
- iii. smarter choices measures – such as travel plans, personalised travel planning, car sharing and information and marketing campaigns to influence people's travel behaviour towards more sustainable travel options; and
- iv. infrastructure, such as cycle paths and cycle parking, to promote the use of active travel modes.

Further details on how the measures outlined above should be utilised are outlined in the Wiltshire Local Transport Plan (LTP) including the LTP Car Parking Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) and LTP Smarter Choices Strategy.

Policy 83 Health and wellbeing

Proposals should demonstrate that development will contribute positively to health and wellbeing by enabling and promoting healthy lifestyles and minimising any negative health and wellbeing impacts.

Health Impact Assessment (HIA)

For the following forms of developments, a health impact assessment should be carried out to inform proposals:

1. residential development where:
 - i. the number of homes to be provided is 150 or more; or
 - ii. the site area is 5ha or more.

2. other development (not involving housing) where:
 - i. the area of development exceeds 1ha; or
 - ii. employment development exceeds 5ha.

Healthy food environment

The council will seek to enhance local food growing opportunities by requiring new residential developments to either have access to, or be accessible to green and blue infrastructure, including community gardens, community orchards and/or allotments.

Policy 88 Biodiversity and geodiversity

Protection

Development proposals will need to clearly demonstrate how the mitigation hierarchy has been sequentially applied.

Development proposals must demonstrate how they protect features of nature conservation value, both terrestrial and aquatic, and geological value as part of the design rationale. There is an expectation that such features shall be retained, sufficiently buffered, and managed favourably to maintain their ecological value, connectivity and functionality in perpetuity. Furthermore, development proposals must secure and implement measures, including appropriate compensatory measures where necessary, to ensure no net loss of biodiversity and the local biodiversity resource, and to secure the integrity of local ecological networks and provision of ecosystem services.

All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.

Any development potentially affecting a UK National Site Network site must provide avoidance measures in accordance with the strategic plans or guidance where possible, otherwise bespoke measures must be provided to demonstrate that the proposals would have no adverse effect upon the UK National Site Network. Any development that would have an adverse effect on the integrity of a European nature conservation site and where the impacts cannot be satisfactorily mitigated, will not be supported.

Local sites, priority habitat and habitats of principal importance and local ecological networks

APPENDIX 1 - POLICIES

Development will avoid direct and indirect impacts upon local sites by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:

1. cannot reasonably be avoided;
2. are reduced as far as possible;
3. are outweighed by other planning considerations of overriding public interest;
4. where appropriate compensation measures can be secured through planning obligations or agreements.

Development proposals affecting local sites must make a reasonable contribution to their favourable management in the long-term.

Development proposals should avoid negative impacts upon priority habitat, habitats of principal importance, ecological networks, and wildlife corridors, instead promoting their conservation, restoration, and enhancement alongside the recovery of priority species.

Biodiversity in the built environment

In addition to features required as part of biodiversity net gain, mitigation or compensation, all proposals are required to incorporate features of biodiversity value tailored to the specific proposals, relevant local receptors and in accordance with best practice to maximise potential benefits.

As a minimum, the following are required within new proposals:

1. integrate integral bird nest bricks (e.g., swift bricks) at a minimum of two per dwelling;
2. provision of integrated bat boxes;
3. provision of overhanging eaves suitable for nesting house martins in all major development, supplemented by the provision of nest cups; and
4. hedgehog highways integrated throughout the design of development (e.g., suitable gaps in all garden fences) between gardens and the wider ecological network to facilitate movement of protected species.

Other features that should be included (but are not limited to):

1. provision of wildflower verges and meadows throughout the development managed to ensure their longevity (e.g., provision of suitable native seeding and topsoil provisions);
2. undertake nature friendly native planting schedules throughout development (e.g., planting wildlife friendly show gardens, incorporating native hedgerows and tree planting);
3. design site lighting to avoid harm and optimise nature conservation (e.g., designing in dark corridors);
4. optimise the ecological value of sustainable urban drainage systems where required (e.g., through the provision of swales and pools, connected to the wider ecological network, planted with native vegetation);
5. incorporate features within the public realm to facilitate nature recovery and access to nature (e.g., bat walls/lofts, swift towers, log piles, insect hotels, invertebrate/bee bricks, reptile hibernacula, green and brown roofs / walls).

Policy 89 Biodiversity net gain

Development must achieve a minimum of 20% biodiversity net gain, or higher as stipulated in national legislation and/or policy or supplementary guidance, over the pre-development biodiversity value as measured by the latest Biodiversity Metric. Exempted development must achieve no net loss of biodiversity and should achieve appropriate net gains, aspiring to deliver at least 20% biodiversity net gain.

Biodiversity net gain must be delivered in the following hierarchical manner:

1. Onsite delivery: where delivered on site habitats should be functionally linked to the wider habitat network creating coherent ecological networks.
2. Offsite delivery: should prioritise contributing to nearby habitat recovery and creation strategies as identified within adopted mitigation strategies, strategic wildlife corridors, Local Nature Recovery Strategy and, Green and Blue Infrastructure Strategy.
3. Offsite delivery: on an alternative suitable site, prioritising strategic delivery in the Local Nature Recovery Strategy area.
4. Credits: as a last resort, and where it is agreed by the local planning authority no suitable alternatives exist, through the purchase of an appropriate amount of national biodiversity units/credits.

Planning applications subject to mandatory biodiversity net gain must submit a Biodiversity Gain Plan at the application stage that should include:

- how the mitigation hierarchy has been adhered to;
- justification for the baseline date and assessed value of the site prior to development, including a brief synopsis of the site's historic biodiversity value and appointing strategic significance in metric;
- pre and post-development biodiversity value of onsite habitats and created off site habitats;
- demonstrate how net gains are achieved through onsite, offsite or purchased credits, clarifying and explaining the predicted biodiversity outcomes both qualitatively quantitatively;
- how a positive proportionate contribution has been made to the ecological networks and priorities as outlined within the Local Nature Recovery Strategy and regional Nature Recovery Networks and for maintaining or creating local ecological networks through habitat creation, protection, enhancement, restoration and management.

The assessments underpinning, and the Biodiversity Gain Plan itself, must be undertaken by a suitably qualified and/or experienced ecologist and be submitted together with baseline and proposed habitat mapping in a digital format with the application.

Sites where net gain is provided (on or off site) must be managed and monitored by the applicant or an appropriate body funded by the applicant for a minimum period of 30 years. Annual monitoring reports detailing the sites condition must be submitted to the council each year over this period. A management plan must be provided at the application stage detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed, and monitored in perpetuity.

Where there is evidence of neglect or damage to any of the habitats on development sites reducing their biodiversity value their deteriorated condition will not be taken into consideration and steps will be taken to establish the previous ecological baseline of the site in order to decide the acceptability of any development proposals.

Development proposals where the principal objective is to conserve or enhance biodiversity and geodiversity interests will be supported in principle.

Policy 91 Conserving and enhancing Wiltshire's landscapes

Development will conserve and where possible enhance Wiltshire's landscapes by:

1. being located and designed to respect landscape character and maintain an area's distinctive sense of place and reinforce local distinctiveness as set out in the Wiltshire Landscape Character Assessment and landscape strategy;
2. conserving, enhancing, and restoring the characteristics and views of landscapes along with valued attributes and existing site features such as trees, hedgerows, dry stone walls and waterbodies that contribute to the character and quality of the area;
3. conserving and enhancing the locally distinctive character of settlements and their landscape settings;
4. conserving and enhancing the transition between man-made and natural landscapes at the urban fringe;
5. being of high-quality design appropriate to its townscape and landscape context in accordance with the National Design Guidance and Wiltshire Design Guide, that incorporates green and blue infrastructure, supports climate resilience, biodiversity enhancement, and health and wellbeing of the local community;
6. be located and designed to prevent erosion of relative tranquillity (light pollution and noise) and intrinsically dark landscapes, and use opportunities to enhance areas in which tranquillity have been eroded;
7. where necessary, being supported by a proportionate Landscape and Visual Impact Assessment, Landscape and Visual Appraisal, or Townscape Appraisal that shows how, through an iterative process that has considered the site context, this has helped integrate and enhance the proposed development;
8. protecting geology and soils that underpin the landscape character of Wiltshire enhancing healthy 'living' soils as the foundation for successful plant growth, natural carbon sequestration, groundwater storage and filtration, as well as all eco-system services.

Wiltshire's designated landscapes

Great weight will be given to conserving and enhancing the landscape and scenic beauty of Wiltshire's designated landscapes, Areas of Outstanding Natural Beauty and the New Forest

National Park. Development within, and influencing the setting of, these designated areas should be limited in scale and extent and are expected to contribute towards conserving and enhancing their natural beauty.

Proposals for development within or affecting designated landscapes must demonstrate that they have taken account of the objectives, policies and actions set out in the relevant management plans for these areas. Proposals for development outside of an Area of Outstanding Natural Beauty that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities, as set out in the relevant management plan, must also demonstrate that it would not adversely affect its setting.

Development will not be supported if it cannot demonstrate conservation or enhancement to the landscape character and special qualities of an Area of Outstanding Natural Beauty or National Park.

Policy 93 Green and blue infrastructure

Development shall make provision for the retention and enhancement of Wiltshire's green and blue infrastructure network and shall ensure that suitable links to the network are provided and maintained.

Proposals for major development will be required to:

1. retain and enhance the integrity, quantity, quality and connectivity of existing on site green and blue infrastructure;
2. identify and incorporate opportunities for the creation and extension of the green and blue infrastructure network, ensuring new and existing green and blue infrastructure is well integrated, enhancing strategic connectivity whilst maximising wildlife and ecosystem services;
3. put measures in place to ensure appropriate long-term management, maintenance and funding of any green and blue infrastructure directly related to the development;
4. identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire;

5. retain and enhance existing public rights of way, maximising accessibility and opportunities for new connections. Existing and new routes shall be integrated into the wider GBI network providing convenient and attractive links throughout the development and surrounding area.

Where damage or loss of existing green or blue infrastructure is unavoidable, only the minimum necessary shall be removed. Any loss must be mitigated through the creation of new or replacement green and/or blue infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green and blue infrastructure network.

Green and blue infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green and blue infrastructure network in accordance with the Wiltshire Green and Blue Infrastructure Strategy and GBI Settlement Frameworks will be supported. Developer contributions to support such initiatives will be required where appropriate.

Policy 95 Flood risk

The council will follow a sequential approach to flood risk management, in line with national policy and guidance. All development proposals will be required to consider the effect of the proposed development on flood risk from all sources, both on and offsite, commensurate with the scale and impact of the development.

Where required, a Site-Specific Flood Risk Assessment, Surface Water Drainage Strategy and Groundwater Assessment should be conducted. This must take account of all flood risk sources and cumulative effects and should incorporate suitable flood risk measures to account for site conditions.

All new development, including where appropriate retrofitting proposals, will include measures to reduce the rate of rainwater run-off and incorporate sustainable drainage systems (SuDS). All major development should achieve a 20% betterment on greenfield runoff rates whereby runoff is managed as close to the source as possible, in line with the surface water discharge hierarchy:

- rainwater re-use (rainwater harvesting/greywater recycling)
- an adequate soakaway or other infiltration system (viability testing required)
- hybrid solution of infiltration and discharging to a surface water body
- to a surface water body (e.g., an ordinary watercourse)

- to a surface water sewer, highway drain, or other drainage system (add justification for no discharge to highway)
- to a combined sewer

As part of drainage strategies, the council, in accordance with national policy guidance, will discourage culverting or the building over of watercourses wherever practicable. In addition, opportunities should be taken to secure the removal of existing culverting and the retention of all existing land drainage features.

The drainage strategy must ensure that flood risk is addressed to flood depths for a 1 in 100-year storm event plus climate change in line with Environment Agency guidance. The drainage strategy must demonstrate that development proposals will remain safe during a flood event throughout its lifetime and consider access, egress and emergency exit routes. The Drainage Strategy must recognise and demonstrate opportunities for SuDS to provide other multiple benefits.

The drainage strategy should be informed by the council's Green and Blue Infrastructure Strategy, the Climate Change Adaptation Plan, and the Wiltshire Design Guide as these all provide guidance on SuDS by incorporating the synergistic benefits and a nature-based approach, dealing with runoff onsite where possible and avoiding methods such as culverting which alters the natural formation of watercourses.

Policy 98 Ensuring high quality design and place shaping

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. This will be achieved through:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced;
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development;
- iii. responding positively to the existing townscape and landscape in terms of the distinctive local characteristics of the built form (i.e. the layout of blocks, streets, plots and buildings' scale, mass, height, build-line), and appearance (i.e. elevational composition, articulation, detailing and materials) and where a distinct change in character is proposed this must be explained and justified in the Design and Access Statement;
- iv. being sympathetic to and conserving historic buildings and historic landscapes;
- v. taking all opportunities for incorporating sustainable building design by following the energy hierarchy i.e. reducing the need for energy (e.g. for home heating or cooling), being more efficient with energy, and maximising the use of renewable energy (e.g. installing photovoltaics, and orienting facades, roofs and amenity spaces to receive optimal benefit from sunlight and solar gain) in accordance with the Wiltshire Climate Strategy;
- vi. making efficient use of land whilst taking account of the local context (including, where applicable, density standards in local design guidance and local transport infrastructure and strategies) and of any distinctive characteristics, constraints and opportunities of the site itself;
- vii. the inclusion of tree-lined streets and taking the opportunities to include trees elsewhere in developments i.e., parks, orchards, integrated with sustainable drainage systems;
- viii. having regard to the compatibility of existing land and building uses in the vicinity of the proposed development, the impact of the development on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of vehicle parking, access and movement, internal and external space standards, private outdoor space, waste storage and collection, privacy, overshadowing, mass and height (overbearing), vibration, and pollution (e.g. light intrusion, noise (including vibration), smoke, odour, fumes, effluent, waste or litter);
- ix. incorporating design features to reduce actual or perceived opportunities for crime and anti-social behaviour on the site and in the surrounding area through the design of the new streets, buildings and spaces including the use of building frontages with windows and doors located to assist in the informal surveillance of public and shared areas;

- x. ensuring that the public realm, including new streets, public open spaces and other rights of way, are designed to create places of character which are legible, safe and accessible, with the integration of art and design in the public realm;
- xi. the sensitive design of shop frontages, advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials, having regard to local design guidance, where applicable;
- xii. taking account of the needs of potential users, with regard to accessibility and inclusivity, and considering how space and buildings will be used in the immediate and long-term future;
- xiii. the use of high standards of materials and finishes for: buildings (e.g. appropriate form, colour and characteristic weathering); external spaces and hard landscaping (e.g. boundaries, paths, street materials and retaining structures), and all street furniture (e.g. seating and signage); and having regard to any local design guidance, where applicable.