

AGENDA

Meeting: **Cabinet**
Place: **Online Meeting**
Date: **Tuesday 1 December 2020**
Time: **10.00 am**

[Online Meeting](#)

Please direct any enquiries on this Agenda to Stuart Figini, of Democratic Services, County Hall, Trowbridge, direct line 01225 718221 or email stuart.figini@wiltshire.gov.uk

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All public reports referred to on this agenda are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Philip Whitehead	Leader of the Council and Cabinet Member for Economic Development, MCI and Communications
Cllr Richard Clewer	Deputy Leader and Cabinet Member for Corporate Services, Heritage, Arts & Tourism, Housing and Communities
Cllr Ian Blair-Pilling	Cabinet Member for ICT, Digitalisation, Operational Assets, Leisure and Libraries
Cllr Pauline Church	Cabinet Member for Finance, Procurement and Commercial Investment
Cllr Simon Jacobs	Cabinet Member for Adult Social Care, Public Health and Public Protection
Cllr Laura Mayes	Cabinet Member for Children, Education and Skills
Cllr Toby Sturgis	Cabinet Member for Spatial Planning, Development Management and Property
Cllr Bridget Wayman	Cabinet Member for Highways, Transport and Waste

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Public Participation


Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

The full constitution can be found at [this link](#). Cabinet Procedure rules are found at Part 7.

For assistance on these and other matters please contact the officer named above for details

Part I

Items to be considered while the meeting is open to the public

Key Decisions Matters defined as 'Key' Decisions and included in the Council's Forward Work Plan are shown as 

1 **Apologies**

2 **Minutes of the previous meeting** (*Pages 7 - 16*)

To confirm and sign the minutes of the Cabinet meeting held on 3 November 2020, previously circulated.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Leader's announcements**

To receive any announcements by the Leader.

5 **Public participation and Questions from Councillors**

The Council welcomes contributions from members of the public. This meeting is open to the public, who may ask a question or make a statement. Questions may also be asked by members of the Council. Written notice of questions or statements should be given to Stuart Figini of Democratic Services stuart.figini@wiltshire.gov.uk 01225 718221 by 12.00 noon on 25 November 2020. Anyone wishing to ask a question or make a statement should contact the officer named above.

6 **COVID-19 Update and Financial Update** (*Pages 17 - 34*)

Report of the Chief Executive.


7 **December 2020 - Readiness for the End of the Transition Period with the EU** (*Pages 35 - 64*)

Report of the Chief Executive.

8 **Consultation to inform the Wiltshire Local Plan Review** (*Pages 65 - 882*)

 Report of the Chief Executive.

9 **In House Learning Disability Services Report** (*Pages 883 - 894*)

 Report of the Chief Executive.

10 **Update on Disposal Programme** (*Pages 895 - 904*)

Report of the Chief Executive.

11 **Urgent Items**

Any other items of business, which the Leader agrees to consider as a matter of urgency.

Part II

Items during consideration of which it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

12 **Exclusion of the Press and Public**

This is to give further notice in accordance with paragraph 5 (4) and 5 (5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to take the following item in private.

To consider passing the following resolution:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in Item Numbers 13 and 14 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraphs 3 and 4 of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

Reason for taking item in private:

Paragraph 3 - information relating to the financial or business affairs of any particular person (including the authority holding that information).

Paragraph 4 - Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.

13 **Management Arrangements for the Contracted Leisure Centres** (*To Follow*)

🔑 Report of the Chief Executive.

Reasons for taking the item in private:

Paragraph 3 - information relating to the financial or business affairs of any particular person (including the authority holding that information).

Paragraph 4 - Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.

14 **Land acquisition** (*To Follow*)

🔑 Report of the Chief Executive.

Reasons for taking the item in private:

Paragraph 3 - information relating to the financial or business affairs of any particular person (including the authority holding that information).

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Cabinet

MINUTES OF THE CABINET MEETING HELD ON 3 NOVEMBER 2020 AT ONLINE MEETING.

Present:

Cllr Philip Whitehead (Chairman), Cllr Richard Clewer (Vice-Chairman), Cllr Ian Blair-Pilling, Cllr Pauline Church, Cllr Simon Jacobs, Cllr Laura Mayes, Cllr Toby Sturgis and Cllr Bridget Wayman

Also Present:

Cllr Chuck Berry, Cllr Richard Britton, Cllr Allison Bucknell, Cllr Clare Cape, Cllr Stewart Dobson, Cllr Peter Fuller, Cllr Richard Gamble, Cllr Gavin Grant, Cllr Alan Hill, Cllr Sven Hocking, Cllr Ruth Hopkinson, Cllr Atiqul Hoque, Cllr Jon Hubbard, Cllr Bob Jones MBE, Cllr Jerry Kunkler, Cllr Brian Mathew, Cllr Stewart Palmen, Cllr Horace Prickett, Cllr Ian Thorn, Cllr Jo Trigg, Cllr Stuart Wheeler, Cllr Suzanne Wickham, Cllr Christopher Williams and Cllr Pip Ridout

123 **Apologies**

There were no apologies.

124 **Minutes of the Previous Meeting**

The minutes of the meeting held on 13 October 2020 were presented.

Resolved:

To approve as a correct record and sign the minutes of the meeting held on 13 October 2020.

125 **Declarations of Interest**

There were no declarations of interest.

126 **Leader's Announcements**

There were no Leaders announcements.

127 **Public Participation and Questions from Councillors**

Questions were received from the following:

- Ian James about the Chippenham HIF Bid and Broadband Rollout
- Chris Caswill about Council Farms and Planning for the Future White Paper response
- Anne Henshaw about consultation on the Local Plan
- Isabel McCord about the Chippenham HIF Bid; and
- Andrew Nicolson about the Western Gateway Sub-National Transport Body and the A350

Late questions were received from the following, with written responses being provided after the meeting:

- Cllr Chris Hurst about remote learning; and
- Adrian Temple Brown about the Chippenham HIF Bid

Cllr Whitehead confirmed that the questions had received written responses which had been published on the Council's website prior to the meeting. Supplementary questions were received from the following:

- Anne Henshaw about the Local Plan and Regulation 18 stage consultation; and
- Andrew Nicolson about Wiltshire Council's support for transport schemes from other Local Authorities considered by the Western Gateway Sub-National Transport Body; definition of 'agglomeration'; and strategy change in the event of benefits not being realised for the A350 improvements.

Cllr Whitehead confirmed that written responses would be provided for the supplementary questions asked at the meeting.

In addition to the public questions, Cllr Ian Thorn asked a question about the requirements of the Environmental Information Regulations 2004. Cllr Whitehead confirmed that a written response would be provided after the meeting.

128 **Covid-19 Update**

Councillor Philip Whitehead, Leader of the Council and Cabinet member for Economic Development, MCI and Communications presented the report which provided a brief summary of the key activities to mitigate the impact of the coronavirus in Wiltshire since the last update to Cabinet in October 2020.

The Leader explained that since the report had been produced and published, the government had announced national restrictions on 31 October, 2020 to be considered by Parliament on 4 November, 2020 which have created additional

resource pressures in what was already a challenging operational context. The Strategic Coordinating Group, leading the COVID-19 response in Wiltshire had been stood up, along with other tactical officer groups to address the challenges presented by the latest restrictions, rising infection rates and the impact on Wiltshire communities. He thanked officers for their continued resilience during this pandemic and for managing the additional pressures placed on them in preparation for the lockdown from 5 November 2020. He also commented on the health and wellbeing of officers and that some may contract Covid-19 and the impact this could have on the provision of services. Cllr Whitehead appealed for the public to be understanding during this time, especially for those staff on the 'front line'.

Officers provided updates of their service areas, as detailed in the report, covering the following areas - Test and Trace, outbreak management, safe spaces, community spaces, care homes, social care, education, economy, safeguarding and organisational recovery programme.

Cllr Graham Wright, Chair of the Wiltshire Covid-19 Response Task Group referred to Briefing Note 20-34 – Return to Streamlined Overview and Scrutiny Arrangements, he assured members that although Select Committees were being stood down during the additional restrictions in November, 2020 the report of the Global Warming & Climate Emergency Task Group would be publicly available shortly. Scrutiny was still a high priority and being conducted through the COVID-19 Response Task Group.

In response to questions from Cllr Ian Thorn, Leader of the Liberal Democrats about (i) the availability and delivery of PPE; (ii) Preparations for admissions to Care Homes from hospital; (iii) Support for the most vulnerable; and (iv) compliance and enforcement activity. Cllr Whitehead and Officers explained that (i) The supply and delivery of PPE would not be an issue on this occasion as stocks of the equipment were high; (ii) Measures are in place to manage admissions to Care Homes from hospital; (iii) Work continues with the CCG and a number of bids for additional funding towards support for the vulnerable have been or would shortly be submitted; and (iv) Compliance activity is undertaken through engagement and education.

Comments arising from the general discussion included:

- Implementation of the Test and Trace Support Payment of £500 and self isolation and how to apply for the funding
- Support for businesses required to close due to the implementation of restrictions
- Government support for businesses benefitting from business rate relief and council tax relief
- Clarification on further support from the government in relation to loss of income from car parks
- Testing of residents prior to admission to Care homes
- Support offered to families who have relatives in Care Homes and unable to visit during the lockdown restrictions
- Local support for test and trace activity

- Programme of flu inoculations during the lockdown restrictions
- Provision of free school meals during half term holidays and notifications to schools of the Councils support for this action.
- The take up of free school meal vouchers
- The provision of free school meals during the Christmas holidays
- Normal operation of dentists, doctors, vets and opticians during the lockdown restrictions.

Resolved:

- 1. Continue to encourage all residents to download the NHS Test and Trace app on their phone.**
- 2. Note changes in national policy and the work underway within the four Recovery Coordinating Group themes and on Organisation Recovery.**

Reason for Decision:

Wiltshire Council continues to work closely with partners to deliver in a rapidly changing environment.

129 **Financial Year 2020/21: Q2 Budget Monitoring**

Cllr Pauline Church, Cabinet Member for Finance, Procurement and Commercial Investment presented the report which (i) advised on the Budget Monitoring position 2020/21 Quarter 2 (30 September 2020) for revenue and capital for the financial year 2020/21 with suggested actions as appropriate; (ii) provided an update on the financial impact on the Council of responding to the COVID-19 pandemic and details on Government support; and (iii) provided an update on the Treasury Management performance for the year to date (30 September 2020).

Questions were received from Ian James about general reserves, Chippenham HIF finances and Stone Circle finances.

Cllr Whitehead acknowledged that the questions had received written responses which had been published on the Council's website prior to the meeting. There were no requests for supplementary questions.

Cllr Church commented on the following matters:

- The estimated financial impact to the Council of responding to the COVID-19 pandemic and the anticipated impact for the remainder of the 2020/21 financial year.
- The Council's latest submission to the Government that sets out the forecast impact on the Council's finances.
- Quarter 2 budget monitoring forecasts based on information as at 30 September 2020.
- The receipt of £32m emergency funding from the Government.

- The quarter 2 position forecasting an overspend of £20.467m, an improvement of £5.177m on the period 5 forecast overspend of £25.644m.
- The forecast being reduced to an overspend of £0.467m as at quarter 2.
- With improvements to the Council's financial position, rather than defer the collection fund deficit over three years, sufficient provision is put into the current financial year to deal with any losses now rather than burden future financial years.
- The underspends arising from the unallocated pay award budget and the tranche 4 emergency funding received from Government is transferred to a new earmarked reserve with the purpose of utilising the funds to equalise the budget in 2021/22.
- Confirmation of the current forecast movement of approvals between years as schemes have been assessed and the spend profile recast.
- An interim Treasury Management update based on information as at 30 September 2020.

Cllr Whitehead thanked officers for the incredibly long hours worked and resilience shown during the Covid-19 period.

Cllr Graham Wright, Chair of the Wiltshire Covid-19 Response Task Group, explained that the Task Group at their meeting held on 28 October 2020 and the Financial Planning Task Group, at their meeting held on 27 October 2020, received updates on the Council's financial position. Detailed discussions were held, with many questions raised and the Task Group's were satisfied with the responses received.

In response to questions from Cllr Ian Thorn about underspends in the budget for Learning Disabilities and Mental Health and overspends in the budget for Access & Reablement, Cllr Church and officers reported that challenges in staff recruitment and over recovery of income in relation to Section 117 funding had a positive impact on the budget for this service area. In relation to Access and Reablement, it was noted that budget targets had been amended and the service area had been working hard to reduce the amount of overspend, which had been significantly reduced compared to the original forecast.

In response to a question from Cllr Hopkinson about spend on mental health issues and the hiring of agency staff, Cllr Church and officers offered to provide a full written response after the meeting.

Resolved:

To note:

- a) the Section 151 officer's summary of the impact of COVID-19 on the Council's 2020/21 budget;**
- b) the current revenue budget is forecast to overspend by £0.467m by the end of the financial year and forecast level of General Fund reserve;**

- c) the current savings delivery performance for the year;
- d) the forecast level of reserves;
- e) the current capital budget movements and spend as at 30 September 2020
- f) the update report on Treasury Management Strategy 2020/21

To approve:

- g) the transfer to a new Budget Equalisation Reserve of the balance on the 2020-21 pay award budget and the tranche 4 emergency funding received from Government.
- h) the budget virements in the capital programme, as per Appendix B.
- i) a recommendation on to Full Council to approve the revised lending criteria, in that the Council uses the counterparty list provided by Link Asset Services, without any adjustment (Appendix D, paragraph 32 – 35).

Reason for decision:

To inform effective decision making and ensure sound financial management as part of the Councils overall control environment.

To inform Cabinet on the forecast impact upon the financial position of the Council due to COVID-19 and of the Councils overall position on the 2020/21 revenue as at Quarter 2 (30 September 2020), including delivery of approved savings and highlighting any budget changes.

130 **Medium Term Financial Strategy 2021/22: Budget Assumptions**

Cllr Pauline Church, Cabinet Member for Finance, Procurement and Commercial Investment presented the report which provided information about the assumptions being used in setting the budget for 2021/22, reflecting the significant impacts that the COVID-19 pandemic had on the Councils assumptions that were previously made in the approved Medium Term Financial Strategy for 2021/22.

Cllr Church explained that the assumptions and their outcome give rise to the current estimated budget gap that will need to be closed in order to set a balanced budget for financial year 2021/22. This depended on the outcome of the spending review, which Government have recently confirmed will be a one year spending review for both revenue and capital and announced in late November 2020. The Cabinet noted that work will continue over the coming months to put together proposals to balance the Councils budget as well as refine and update assumptions to reflect the most recent evidence and forecasts.

Cllr Graham Wright, Chair of the Wiltshire Covid-19 Response Task Group, explained that the Task Group at their meeting held on 28 October 2020 and the Financial Planning Task Group, at their meeting held on 27 October 2020, considered the Medium Term Financial Strategy report. Many questions were asked about the Council's finances and the Task Group's were satisfied with the responses received.

In response to questions from Cllr Ian Thorn about the ability of residents to pay, being a third variable (para 22 of the report), in relation to the level of income received from Council Tax; and bad debt provision, Cllr Church, Cllr Whitehead and officers commented that the Council would always support residents who were experiencing financial difficulties, in particular with the payment of Council Tax and would put measures in place to provide appropriate help and advice in support of the residents need.

Resolved:

To approve the budget assumptions being used in the setting of the 2021/22 budget and the Medium Term Financial Strategy and note the current estimated budget gap.

Reason for Decision:

To inform effective, transparent decision making and ensure sound financial management as part of the Councils overall control environment.

To inform Cabinet on the assumptions being used to assess the growth, inflation, and demand for services, the estimated level of income from sales, fees and charges and the level of income estimated from core funding e.g. council tax, business rates and government grant and how all of these aspects have been impacted by COVID-19 pandemic.

131 **Housing Revenue Account Business Plan and Revised Capital Programme**

Cllr Richard Clewer, Deputy Leader and Cabinet Member for Corporate Services, Heritage, Arts & Tourism, Housing and Communities presented the report seeking consideration of a revised capital programme for both the Council's new build council house programme and also the investment into the Council's existing housing stock.

Cllr Clewer explained that the revisions to the Housing Revenue Account business plan based on a capital programme seeks to address the climate emergency. The proposed capital programme will support carbon zero development of new council housing where the Council is in control of development and a programme of investment of about £50m over the next 10 years so as to improve the energy performance of the Council's existing housing stock so that all units will achieve an Energy performance rating of at least B.

Cllr Clewer indicated that the report responded to the Global Warming and Climate Emergency Task Group recommendations, and he challenged Housing Associations with properties in Wiltshire to put in place and achieve the same carbon reduction measures as proposed in the report.

Cllr Graham Wright, Chair of the Wiltshire Covid-19 Response Task Group, reported that he was happy with the robust scrutiny undertaken and thanked the Cabinet Member and officers for their contributions and how the report dovetailed well with the recommendations of the Global Warming and Climate Emergency Task Group.

Resolved: To agree that

- 1. the Council house new build programme will aim to deliver carbon zero new build where the Council is in control of development.**
- 2. the revised Council house build programme 2020 – 203/32 at an estimated cost of £195m**
- 3. the Council housing investment programme should aim to achieve energy performance rating of B for all its existing housing stock and**
- 4. the revised Council house investment programme 2020 – 2031/32 totalling £289m**

Reason for Decision:

The proposals will significantly improve the energy efficiency of the Council's housing stock not only responding to the Council's climate emergency commitment but delivering homes that are cheaper to run and thus healthier to live in.

132 **The Maltings and Central Car Park, Salisbury: Regeneration Update and River Park Scheme**

Cllr Bridget Wayman, Cabinet Member for Highways, Transport and Waste presented the report seeking consideration of a number of proposals to deliver the first phase of the River Park Scheme for the regeneration of the Maltings and Central Car Park, Salisbury.

Cllr Wayman explained that the scheme would deliver significant flood risk mitigation for existing Salisbury residents and businesses in partnership with the Environment Agency; enable redevelopment and regeneration to come forward on the Central Car Park and Maltings site and the wider city; and enhance the local environment for residents, employees and visitors in the area, and encourage enhanced health and wellbeing outcomes including modal shift to more sustainable methods of transport.

Cllr Whitehead and Cllr Clewer expressed support for the scheme and encouraged residents in the central area of Salisbury to check the most recent flood maps which had been revised since the last episode of flooding in the town centre area, as the changes may impact insurance policies. They complimented officers on the speed of developing the scheme in partnership with the Environment Agency.

Cllr Stuart Wheeler, Chair of the Environment Select Committee reported that he and Cllr Bob Jones received a briefing on 27 October, 2020 and they supported the proposals as detailed in the report.

Resolved: To agree

- 1. To increase the level of grant to be made available to the Environment Agency to a maximum of £6.06m after deduction of the council's historic and ongoing costs towards the project, using Local Growth Fund grant approved by the Swindon and Wiltshire Local Enterprise Partnership. This funding is within the capital allocation which was approved by Full Council in November 2019.**
- 2. To delegate authority to agree the terms of the Local Growth Fund grant agreement(s) with the Swindon and Wiltshire Local Enterprise Partnership and the Environment Agency to the Director Highways and Environment in consultation with the Director of Finance and Procurement.**
- 3. To undertake a public consultation on the River Park Masterplan in partnership with the Environment Agency to commence in November 2020 for a period of 7 weeks**
- 4. To delegate to the Director of Highways and Environment authority to make changes to the consultation documents.**
- 5. To the prerequisite changes in parking at the Maltings and Central Car Park during construction of the Phase 1 River Park scheme and following completion of the scheme.**
- 6. To note the proposals being considered for provision of coach parking during construction of the Phase 1 River Park scheme.**

Reason for Decision:

- To enable redevelopment and regeneration to come forward on the Central Car Park and Maltings site and the wider city*
- To allow future phases on the Maltings and Central Car Park site to come forward quickly following the major investment in flood attenuation and public realm being delivered by Environment Agency using an £18 million package of investment from the Environment Agency and Swindon and Wiltshire Local Enterprise Partnership*

- *To provide a positive response and deliver against the Council's recovery plans – both in response to the Novichok incident and latterly the impact of the Covid-19 crisis on Salisbury*
- *To ensure public and stakeholder engagement and support for the masterplan and the River Park.*

133 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.00 am - 1.00 pm)

The Officer who has produced these minutes is Stuart Figini, Senior Democratic Services Officer of Democratic Services, direct line 01225 718221, e-mail stuart.figini@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

Wiltshire Council

Cabinet

1 December 2020

Subject: COVID-19 Update

Cabinet Member: Cllr Philip Whitehead, Leader of the Council and Cabinet Member for Economic Development, Military Civilian Integration and Communications

Key Decision: Non-Key

Executive Summary

This report provides a summary of activity to mitigate the impact of the coronavirus in Wiltshire since the last detailed update to Cabinet in November. Since the last report England has entered a new national lockdown and response meetings have been re-established. Shadow recovery work continues. Work has been done to enhance the Wiltshire Wellbeing hub and develop an enhanced local tracing offer. Support for businesses, vulnerable groups and care homes and schools continues.

Proposal(s)

Cabinet are asked to

- Continue to encourage all residents to download the NHS Test and Trace app on their phone.
- Continue to encourage all residents to follow national guidance.
- To note meetings have been re-established to support response whilst recovery activity continues in shadow.
- To note the current revenue budget is forecast to be balanced by the end of the financial year, with a small underspend of £0.071m
- To note changes in national policy and the work underway within the four Recovery Coordinating Group themes and on organisation recovery.

Reason for Proposal(s)

Wiltshire Council continues to work closely with partners to deliver in a rapidly changing environment.

**Terence Herbert
Chief Executive**

Wiltshire Council

Cabinet

1 December 2020

Subject: COVID-19 Update

Cabinet Member: Cllr Philip Whitehead, Leader of the Council and Cabinet Member for Economic Development, Military Civilian Integration and Communications

Key Decision: Non-Key

Purpose of Report

1. A brief summary of the key activity to mitigate the impact of the coronavirus in Wiltshire since the last detailed update to Cabinet in November.

Background

2. As of Sunday 22 November 2020, 1,301,559 people in the England had tested positive for COVID-19. Further information is available [online](#). The [ONS](#) suggest that as of 6 November there were 58, 536 registered COVID-19 deaths across England and Wales. As of 22 November in Wiltshire there have now been 4,619 people who have tested positive for COVID-19. The rate of cases per 100,000 in Wiltshire in the last 7 days is 136 which is below the national average. Up to the 6 November, 377 registered deaths involving COVID-19 in all settings in Wiltshire had occurred (210 in care homes, 142 in hospital, 22 at home and 3 in hospices). Further information on weekly mortality is available from [ONS](#).

Main Considerations for the Council

3. Since the last update to Cabinet the Prime Minister announced on 31 October a [national lockdown](#) commencing on 5 November until 2 December.
4. As of the 1st of November Wiltshire Council went back into response mode for the COVID pandemic. Internal GOLD response group has been re-established which feeds into weekly multi-agency response groups SCG (Strategic Coordination Group) and the TCG (Tactical Coordination Group). These groups will continue to run through the response phase of the pandemic.
5. The Wiltshire Wellbeing Hub, which has been in place since March 2020, is prepared for requests of support, guidance and signposting. It is also proactively contacting those recently recorded as being clinically extremely vulnerable.
6. The Small Business and Discretionary grant schemes have closed and have been replaced by the Local Restrictions Support Grant (LRSB), which is to support businesses who have had to close during the current four week lockdown and the Additional Restrictions Grant (ARG), which is aimed to

support businesses who aren't eligible for the main LRSG funding and over a longer timescale.

7. We have helped 1,351 Children whom were issued with free school meal (FSM) payments in the October half term in Wiltshire, which equates to 678 Individual households.
8. Work is in hand to distribute funds available via Department for Work and Pensions to the Council through the [Covid Winter Grant Scheme](#). A minimum of 80% of this spend is ring-fenced for families with children in food or fuel poverty. Alongside the government has pledged funding for a school holiday activity fund.
9. Planning for Wiltshire's recovery upon exiting lockdown continues and recovery work is still running in shadow. Significant developments since the last report are summarised under the sub-headings below; with additional detail in **Appendix 1**.

Test and Trace

10. NHS Test and Trace statistics suggest that 70% of cases in Wiltshire are being followed up and this should be nearer 80% if it is to be an effective programme to reduce viral transmission. An enhanced local tracing offer is being implemented to help improve this, with direct access to the national system. Staff have been trained and this service went live on 18th November.
11. Planning is underway to look at the potential for further local testing sites and sites for mobile testing units.

Mass Vaccination

12. The government has asked that local systems are ready to deliver a Covid-19 vaccination programme for England from December 2020, so that those at greatest risk will be able to access vaccinations as soon as they are available.
13. The NHS have been asked to lead this programme with BSW CCG leading on the roll out locally, in collaboration with NHS England and partners across all public services on the development of these plans.
14. The Joint Committee on Vaccination and Immunisation's most recent advice is that vaccines should first be given to care home residents and staff, followed by people aged over 80 and health and social care workers, before being rolled out to the rest of the population in order of age and risk. This advice will continue to be updated as more information becomes available on vaccine effectiveness, safety and clinical characteristics. This will in turn be reflected in the NHS's plans.
15. For care home residents and staff and people who are housebound, the NHS will establish roving vaccine delivery services in care homes and people's own homes, working with local councils and social care providers. For others and

as eligibility is extended, this will be supplemented by local vaccination sites, which could be within existing NHS buildings or temporary standalone services.

16. A national public communications campaign will commence shortly, focusing at first on the safety and effectiveness of vaccines in general. This will be supplemented by localised communications across Wiltshire and targeted engagement with communities who traditionally experience health inequalities.

Mass Testing and new technologies

17. The government's top priorities for testing are to allocate testing where it is needed most to save lives, protect the most vulnerable, and enable health and care services to operate safely. As new technologies become available pilots across the country are being used to identify where these types of new tests can be used to best effect and enhance the current national testing programme.
18. Lateral Flow Test Devices (LFD) can enable results from swabs to be ready in 20-30 minutes, which could help to identify and isolate asymptomatic people and minimise transmission of the virus.
19. There are significant resource implications for the roll out of any pilot using LFD, clinical protocols must be in place, covid secure asymptomatic testing sites must be set up and staff trained to safely run the sites and report the findings.
20. We are currently working with our regional colleagues to ensure that there is a good variety of pilots to test these technologies in different settings and identification of local pilot approaches is underway through the council's Gold response meeting.

Outbreak Management

21. The in-house process for outbreak management has been enhanced to support an increasing number of schools and businesses requesting public health support and management of positive cases. The Local Outbreak Management Plan suite of exercises has been completed and the feedback and learning from these is now being used to update the plan accordingly.
22. The public health information hub has also been reviewed and enhanced with surge capacity that can be called upon to support with the increasing volume of queries for assistance with guidance, risk assessment and support.
23. A weekly tactical group has been initiated to review our system response to rising case numbers, events and outbreaks which complements the fortnightly COVID19 health protection board which sets the strategic direction for outbreak management

Community spaces

24. During lockdown we continue to provide key services and mechanisms that help our communities remain resilient including:

- 17 libraries remain open with an order and collect service and bookable computer access ensuring residents without internet or computers are able to get online.
- Leisure centres have closed to the public but remain open for school use, pre-school and after school services, and Day Care access.
- Online exercise sessions with specific classes for those on our active health and exercise on referral programme are taking place.
- In partnership with the Community Foundation work continues with community groups to support them with guidance to open community spaces safely both for those eligible to open during lockdown and those preparing to reopen post lockdown
- A gap analysis of youth provision during lockdown has been undertaken working in partnership with the Voluntary and Community Sector to see how gaps can be addressed

Wellbeing hub

25. The wellbeing hub was started during the first lockdown and its objective is to implement a county wide initiative offering support, guidance and signposting to the local population. It runs 7 days a week. Contacts into the hub are starting to increase in the last few weeks.
26. All shielding residents were contacted during the first lockdown. All 3,100 new people recently identified as being clinically extremely vulnerable have been written to.
27. The hub will also support members of the public who raise queries around current lockdown guidance and will refer concerns or issues relating to business and organisations to the public protection/ public health team.
28. Wellbeing hub weekly meetings and fortnightly multiagency/partner meetings have been re-established to ensure a multiagency responsive system is in place.
29. Since its inception in March, the hub has had around 35,000 contacts with Wiltshire residents.

Care Homes

30. The Council, working in partnership with Wiltshire Care Partnership, the CCG and CQC, has been proactive in implementing a support programme to Care Homes. This has included the dedicated COVID team, regular webinars, thematic webinars to provide advice and support e.g. infection control, use of PPE, weekly newsletters, a Care Home Clinical Advisory Group and a BSW CCG Care Home Oversight Group chaired by the Director of Nursing & Quality.
31. The CCG and Council also worked together to offer all care homes across Wiltshire the Infection Prevention and Control 'Train the Trainer' programme. The most recent webinars have included business continuity and infection prevention and control.

32. As of 17 November there were 22 care homes reporting new COVID positive cases, the same as the previous week. There was a total of 91 cases, with the majority being amongst staff.
33. Multiple cases in a single setting continues to be a rare occurrence, although has increased, showing how infection control measures supported by regular testing continue to be effective measures preventing widespread transmission in the majority of settings.
34. Wiltshire Council responded at an early stage to the financial pressures faced by the care home sector. The Wiltshire response was developed in consultation with Wiltshire Care Partnership and all local providers. Wiltshire Council did not restrict its financial response to Local Authority funded customers or to care homes with whom we have a contract. To date, the Council has made payments of £2.7 million to care homes and domiciliary providers to ensure their financial resilience in the face of the additional expenditure they have incurred.
35. Since mid-April, the Council has worked in partnership with the CCG and CQC to review risks and support all local care homes.
36. The Health Protection Board reviews outbreaks in care homes fortnightly and considers whether there should be any restrictions to visiting. The Council is encouraging care homes to allow visiting but have advised them to review their risk assessments and ensure that infection prevention and control measures are in place to ensure COVID safe visiting.
37. It should be noted that the Council's support to care homes is not in isolation and key to its success has been the partnership with Wiltshire Care Partnership, the CCG and CQC. Care Homes themselves have worked tirelessly to provide excellent care for their residents and have worked with the Council to ensure appropriate measures to prevent and control infection are in place. The care home managers and workforce have faced significant challenges, not only in protecting the most vulnerable Wiltshire residents but also in the financial uncertainty that many face.

Health and Care

38. In response to the lockdown the Health and Care cell has implemented a new multi-agency operational response structure. There are now two Community Flow multi-disciplinary team meetings per week involving a range of health and social care professionals. These are focused on supporting people to move on from our Discharge to Assess beds, Intensive Rehabilitation beds and the Community Hospitals. This in turn allows people to be discharged from the acute hospitals as soon as they are medically ready to do so thereby improving their ability to manage any increasing infections from COVID and seasonal pressures.
39. The three acute hospitals across BSW are continuing to experience pressure in terms of their occupancy rates which are high. However, the rates appear

fairly stable although this can change very rapidly if there were to be a sudden surge in demand.

40. We are experiencing increasing demand for care home beds that are able to support people with more complex needs and multiple health conditions. We are therefore seeking to rapidly source additional capacity on a short-term basis to address this demand.
41. Our current supply meets the PPE demands of the business across Wiltshire. Wiltshire Council have sufficient stock across lead PPE items which is calculated at the current rate of usage. Fortnightly monitoring of current stock against usage rates seen in April/May, at their highest, continues which would equate to Wiltshire Council having approx. 3 months' supply across lead PPE items. The same monitoring and calculation process is also being carried out across the Local Resilience Forum (LRF) resulting in a similar 3 month supply.
42. Department of Health and Social Care is providing monthly PPE supplies to assist with demand across certain settings, should the need arise, to those who are ineligible to register on the Govt PPE portal. These services include children's and adults social care, rough sleepers team, CCG staff, Direct Payment employees and more recently education and childcare settings. Monthly reviews with procurement are in place to ensure commercial suppliers have adequate stocks/lead times.
43. The Tactical Co-ordination Group (TCG) has recently been established whereby Wiltshire Council updates the meeting with the current PPE status relating to the LRF. Assistance from the TCG would be provided if needed.

Education

44. Attendance continues to be monitored and schools continue to be supported to achieve full attendance. The weekly attendance data survey of early years providers indicates that of the 94% of settings that respond 92% are open.
45. There is sufficient childcare provision currently, although there are concerns about the sustainability for a small number of settings. A hardship fund is open for settings that have fewer children this year and who need additional help to maintain viability.
46. There were a total of 55 positive cases across 44 school settings in Wiltshire as of 17 November. A total of 2895 pupils were self-isolating. Early years settings have been less affected by infections than schools with only 3% having had a positive case in either staff or a child.
47. The process for support for schools with a confirmed case of Covid-9 is now well-established and continues to be well received. Schools use the Internal Action Cards for Early Years Foundation Stage (EYFS), schools or post-16 when they receive confirmation of a positive case and initially work with Public

Health. The 'Team Around the Bubble' ensures that arrangements for home-learning are in place, digital devices are accessed where required, arrangements for free-school meals are in place and all safeguarding issues are identified.

48. The 'Well-being for Education Resilience' (formally 'Return') programme is currently being delivered to all education establishments in Wiltshire
49. Extensive guidance has been reviewed following the most recent government guidance received on the 5th November relating to home to school transport. The guidance did not require Wiltshire Council to do anything different to what has already been implemented . There continues to be no requirement for social distancing on home to school transport as per the updated government guidance, but Wiltshire Council has introduced:
 - Additional cleaning of vehicles with particular attention being paid to frequently touched areas such as door handles, bells pushes, arm rest etc
 - Good ventilation should be maintained at all times
 - Face coverings should be worn, where pupils can wear them (government guidance is only a recommendation to wear them).
 - Worked with public health to determine a process should a school bubble be closed down
50. We are working with schools, parents and the bus companies to increase awareness on the importance of the wearing of face-coverings and will review continually. All taxi drivers and Passenger Assistants are required to wear a face covering.
51. Ofsted visits have commenced and are currently being conducted remotely; graded judgements are not made, and a letter is sent to the school community following the visit. The visits have focused on the current attendance in the school, the curriculum including face-to-face and remote learning along with the provision for the vulnerable children.
52. With the new national restrictions that came into place on the 5th November additional guidance was published for [schools](#). The changes have been shared with schools via the weekly newsletter and webinars. Schools have adjusted risk assessments and arrangements to implement the guidance.

Safeguarding Implications

53. Adult and Children's social care continue to maintain all statutory requirements.
54. The Council continues to see an increase in demand for both children's support and safeguarding services. We forecast growth and for this to continue at least until the end of the financial year with a significant increase in the number of children who become subject to child protection plans or looked after by the end of the financial year and into the next. We are in the process of reviewing this in light of the number not meeting the expected level at this stage. Similarly,

a significant increase in referrals is forecast through December into Adult social care.

55. Planning continues to ensure statutory social care demand can be met and demand modelling draws data and intelligence from a wide range of providers and partner organisations to enable a system wide response. Regular sit-reps are obtained from across the safeguarding partnership so that demand readiness can be assured.
56. Work is underway to understand the recent government announcements for Ministry of Housing, Communities and local Government (MHCLG) funding being made available (in-year) to support the local authority's response to domestic abuse and support to victims and their families. In preparedness of the new Domestic Abuse Bill coming into effect in April 2021, plans are now in place having been reviewed through Safeguarding Vulnerable People Partnerships as well as the Vulnerable People Stakeholder's group.
57. Lessons learnt in relation to domestic abuse from the previous lockdown are being used by providers of domestic abuse services. Christmas and New Year is usually the time where demand and pressure is highest on domestic abuse services with volumes already higher than normally anticipated, and awareness of helplines and communications is being raised.

Economy

58. As of 19 November 413 applications for the Self Isolation Payment Scheme (SIPS) have been received and 111 payments have so far been awarded. Payments are £500 and are to support those in financial need as a result of being required to self-isolate. A team is in place to administer this payment scheme.
59. The Kickstart Programme provides apprenticeship support to 16-24 year olds who are not currently in employment or training. We have coordinated a multi-agency approach to the Kickstart Programme, with the Swindon and Wiltshire Local Enterprise Partnership now taking the lead on this via the Growth Hub. There has been a lot of interest in the scheme from potential employers and training providers, who are now being matched up with eligible Wiltshire residents.
60. A total of £95m was awarded to 8000 Wiltshire businesses under the Small Business and Discretionary grant schemes. These schemes are now closed. They have been replaced by two schemes which have been launched recently.
61. The first of these is the Local Restrictions Support Grant (LRSG), which is to support businesses who have had to close during the current four week lockdown. This is a £7m fund which was launched on Friday 13th November and we received approximately 800 applications over the first four days of the scheme. These grant applications are now being processed.

62. The second scheme is the Additional Restrictions Grant (ARG), which is aimed to support businesses who aren't eligible for the main LRSG funding. This is a £10m scheme, with the funding being for the remainder of the 2020-21 financial year and all of 2021-22. The first tranche of this scheme was launched on 20th November, with payments to be made in November and December.
63. The second tranche will be launched in the new year following an assessment of the priorities of the fund. The first few months of the new year will be particularly challenging for the retail, hospitality and leisure sectors and consideration is now being given on how to best target support. It is envisaged that further tranches of payment will be made on a rolling basis in the new year.
64. The team are continuing to support Wiltshire's larger businesses where redundancies are planned or announced.
65. A multi-agency bid is being developed to secure investment under a public sector green energy scheme for Wiltshire, and we continue to encourage Wiltshire businesses to register with 'Trustmark' to provide Green Home Grants Scheme.
66. Wiltshire Council Cabinet has recently [announced](#) its plans to build zero carbon homes and retrofit all its council housing, creating a long term demand for green jobs across the county. Cabinet has also given the go ahead to the [Salisbury River Park](#) which will support climate resilience in the city.

Safe Spaces

67. We continue to work closely with our partners in town councils to evaluate the effectiveness of social distancing schemes that have been implemented and have a clear structure in place with weekly meetings overseeing all schemes for creating safe space for walking and cycling.
68. The schemes funded from the first tranche of government's Emergency Active Travel were delivered to ease the pressure on public transport by providing alternative walking and cycling routes. The government has announced that local authorities should carry out consultation for the next set of walking and cycling schemes, pushing back the original deadline for delivery well into 2021. The Council is proposing five schemes and is due to start consultation as required.

Overview and Scrutiny Engagement

69. This report will be considered by the Wiltshire Covid-19 Response Task Group on 26 November 2020, with members of the Executive and senior officers in attendance to answer members' questions. The Chairman will report any comments and findings of the task group at the Cabinet meeting.

Procurement Implications

70. A sequential approach to supplier relief was agreed earlier on in the response phase of the pandemic, ensuring that suppliers were pointed to central Government support where possible first and work with us on an open book basis when necessary. The Council has established an internal Commercial Board to provide oversight and assurance on the end to end procurement process around future contract activity and management.

Equalities Impact of the Proposal

71. Work continues to understand the impact of the pandemic on those with protected characteristics. Equality implications are being considered in the Council's decision making and any change to service provision. Recovery theme leads have embedded the use of a Health Equality Assessment Tool. The Community Resilience theme working with partners is leading on the work to enable Wiltshire's communities to be cohesive places where difference is celebrated.

72. Further information about some of the work undertaken by the Community Resilience theme is outlined in Appendix 1.

Environmental and Climate Change Considerations

73. A new Climate Strategy will be developed in the coming year to set out how the council is going to meet its challenging targets to become carbon neutral by 2030. As part of developing the strategy, each Recovery Theme will need to consider the environmental impact of its activities and identify opportunities to contribute to a green recovery. Key external meetings have recently been held with both public sector partners and town and parish councils to ascertain how we can all work together on our carbon neutral ambitions and the green recovery. The council also took part in a Wiltshire Climate Alliance workshop with young people on 12 November to hear their suggestions for a green recovery.

Risks that may arise if the proposed decision and related work is not taken

74. A new partnership risk register is in place and owned by the Recovery Coordinating Group (RCG). This comprises risks identified by each of the themes and risks being managed in the workstreams. Recovery partnership risks are managed in themes on separate registers with an escalation procedure for significant risks to be reviewed by the RCG.

75. Wiltshire Council specific risks around recovery are managed within the Organisational Recovery programme on a separate register. That register will feed into the Council's Strategic Risk Register. Wiltshire Council's Performance and Risk Management reporting will resume for quarter two 2020/21.

76. Internal management of risk during the current response phase has led to the identification of new risks and the creation of a Council-wide risk register managed by Gold CLT.

Financial Implications

77. At the Cabinet meeting on 3rd November the quarter 2 budget monitoring reported a forecast small overspend of £0.467m, a continuing improvement on the previous forecast position. In addition, £4m was set aside in a specific earmarked reserve to deal with the challenges of setting a balanced budget for the financial year 2021/22.
78. This report provides an update on the Councils financial position as at the end of period 7, projecting the forecast position as at 31 October 2020, detailing any significant changes in the variances since the quarter 2 position and updating on any announcements from Government.
79. Since the last budget monitoring report additional funding has been announced for general support, new duties and to support the impact of the national lockdown intervention that was announced on 31 October and implemented with effect from Thursday 5 November.
80. The additional grants are an additional £4m for Contain Outbreak Management Fund, £1.108m for COVID Winter Grant Scheme, £0.128m for Rough Sleepers, £10m for Additional Restrictions Support Grant, £7.223m for Local Restrictions Support Grant and £0.050m for Domestic Abuse Capacity Building Fund. These grants are all assumed to be fully spent to support the activity for which they have been awarded or ring-fenced for these purposes and therefore do not impact on the overall financial forecasts for the council.
81. As a result of the lockdown restrictions it is forecast that an additional £0.840m of fees and charges income will be lost across services such as Leisure, Libraries and Car Parking. It is anticipated that in the region of £0.600m will be reimbursed through the Governments income loss compensation grant scheme, leaving an overall pressure of £0.240m from additional income losses.
82. In some service areas there are some more significant changes to forecast variances and where these are evident the forecast total spend has reduced by £0.778m thus improving the Councils overall position. The main areas of this reduction are Highways (£0.250m) as a result of less activity and contract negotiation on the Idverde grounds maintenance and street cleaning contract; Children's Commissioning (£0.180m) due mainly to staff vacancies; and Families and Children's (£0.348m) due to lower than expected Looked After Children (LAC), as a result of lockdown activity during the financial year, which has seen the timing of the expected latent demand for services and correlation in the increase in LAC being pushed back into next financial year.
83. The net position of the additional pressure of the income losses and the additional favourable movements in service spend results in an overall forecast underspend for the council of £0.071m. Any underspend at the end of the year will be transferred to the General Fund Reserve which currently stands at £15.456m and any overspend will be required to be funded by this reserve.
84. As detailed in the Q2 Budget Monitoring Report 2020/21 presented to Cabinet at their last meeting a new earmarked Budget Equalisation reserve was created with approval to contribute £4.165m, made up of the £1.232m balance remaining on the pay award budget and the tranche 4 COVID-19 emergency

grant of £2.933m. This sets aside some capacity in reserves to help support with the budget setting process for 2021/22, affording some time to implement any changes to services as part of recovery and the timing and delivery of savings required in the 2021/22 financial year.

85. Given the uncertainty as we move into the winter months and the uncertainty of further response and recovery costs during this period the spending control measures will still continue until the situation becomes clearer and to ensure we continue to protect the General Fund Reserve and where possible bolster earmarked reserves for future resilience.

Legal Implications

86. The Council's legal team continues to provide advice on the application of new Covid-19 legislation and all aspects of recovery.

Workforce Implications

87. Government guidance about employment matters affected by the pandemic continues to be applied. The COVID-19 policy implemented in March 2020 sets out information for staff, including the application of policies and procedures to support response and during recovery, and will continue to be reviewed and updated following consultation with the trade unions.

88. The organisation recovery programme is taking steps to assess, evaluate and review the way in which the workforce operated during lockdown so that we can embed some of the positive changes and identify new opportunities to deliver services differently.

Conclusions

89. Wiltshire Council continues to play a critical role with its partners and the local community in responding to the impact of the coronavirus in the county.

Terence Herbert, Chief Executive

Report Authors: Layla Bridger, Recovery Project Support Officer
Lizzie Watkins, Head of Corporate Finance
19 November 2020.

Appendices: Appendix 1: Additional detail on work under themes and on Organisation Recovery

Appendix 1

Health and Wellbeing – additional information

Homelessness

- Bids for both short term rough sleeper accommodation and long-term capital funding of £619k for housing were successful and includes a 3-year full time post to support both. The service has also supported Alabare with a bid aimed at making its homeless hostels COVID-19 safe. The outcome of this is awaited and if successful will help accommodate more people in winter.
- The focus on prevention of homelessness has seen workloads significantly increase and staff levels have been increased as a result. It has also meant we are not seeing a large increase in statutory homeless and temporary accommodation provision. Demand for housing services significantly increases over Christmas and New Year so this will be monitored.

Mental health work

- Community crisis support that covers 2 – 3 weeks to complement the lower-level roles is a priority. A pilot is being planned which will use existing resources in the community, including those provided through Primary Care Networks additional roles scheme, so that they can be tailored to provide a more intense package of support.

Anti-social behaviour

- Initial work on understanding the complexity of ASB through stakeholder interviews, operational shadowing and data capture is in progress, with a priority on Salisbury City Centre.

Health Inequalities

- A presentation on health inequalities affecting the Wiltshire population has been given to all recovery theme groups and feedback on how they have incorporated this into their work will be gathered early 2021.

Care, Safeguarding and Education Theme – additional information

Education

- All early years settings in Wiltshire are being contacted to confirm that 24-36 month progress checks that were missed during the disapplication of the statutory requirement to complete have been caught up and completed. Any children that are showing delay or raising concerns in their development are being referred to relevant services and interventions put into place in the early years settings.

- The 'Well-being for Education Resilience' has been adapted for the local Wiltshire context by a multi-agency collective to ensure it complements existing initiatives (e.g. Five to Thrive training programme). It provides an opportunity to provide immediate support for education settings in managing the emotional health and wellbeing of their communities during the pandemic, and to take a more co-ordinated approach longer term, clearly promoting and signposting people to local support. There has been positive engagement from primary and secondary schools, as well as Wiltshire College. A multi-agency directory of services and programmes that support children and young people's emotional wellbeing and mental health also went live in November and is being promoted to schools.
- Schools continue to be supported to achieve full attendance through the Education Welfare Service (EWS) and a multi-professional 'team around the school' approach. There is a specific focus on monitoring and supporting the attendance of vulnerable children (those with a social worker and those with an EHCP). Schools have been given clear guidance on actions to take if vulnerable children are absent from school, with follow-up from the LA multi-professional team in place where support needs are identified.
- The number of electively home educated (EHE) pupils has increased since the start of term with most occurring in September. Education Welfare officers continue to follow up to ensure children and young people are receiving a suitable education. We are exploring the introduction of a ten-day cooling off period to allow time for a meeting to be held with education welfare, school staff and parents so that the full implications and guidance can be outlined and discussed before taking pupils off roll. The term 1 rates of fixed term and permanent exclusions are lower than the previous year.
- School transport continues to operate as normal. Through a government grant, Wiltshire Council is managing 20 additional buses to ensure that peak journeys are able to either maintain appropriate social distancing on public transport or provide additional dedicated transport for school pupils. There have been a further 40 changes to bus timetables to support the same outcome.

FACT

- The FACT Executive and Operational Boards continue to oversee the delivery of the revised programme structure focussing on the agreed priority projects;
 - Early Support Assessment - implementation plan
 - Inclusive approaches - alternative education provision
 - Young People's Service - multi agency staffing, Contextual Safeguarding and data sharing related to Child Exploitation
 - School Readiness - speech, language and communication in the early years
 - Integrated Working - MH/LD/ASD
 - Transitional Safeguarding - older adolescents and young adults
- The projects are at varied stages of development and operating to different timescales in terms of their predicted end dates.

- The Early Support Assessment was formally launched on 1st November with training available for multi-agency staff via the Safeguarding Vulnerable People Partnership website; there is a partnership group in place to oversee and evaluate the implementation.

Additionally, the Council's Community Engagement service area is overseeing the implementation of the Integrated Earliest Support in Communities projects that were previously held within FACT. These projects will establish multi-agency approaches to the following strands of work, all with the intention of enabling residents to access support at the earliest point via community/universal resources wherever possible, thus reducing demand on statutory or specialist services:

1. Community Connectors/Navigators
2. Wiltshire Together online portal
3. Provision of services at a community level

The current focus is on ensuring each project has an effective multi-agency project board driving its progress and a clear set of objectives and milestones.

Community Resilience Theme

- With the move into response the Community Resilience recovery theme has reprioritised work focusing on activity that addresses inequalities deepened by COVID-19 and on enabling and supporting communities to undertake compliant activity during lockdown to support, in particular, loneliness, isolation, youth provision and mental health.

Community Engagement

- Building strong relationships, connections and networking continues to improve cross partner working and activity and has been instrumental in our ability to be fleet of foot as we move from recovery to response. Regular meetings and partnership working continues with VCS partners, Town and Parish Clerks, Community groups and Faith Leaders.
- 36 Leisure staff have been redeployed as part of the Wiltshire Together Champions programme. They are providing on the ground support to Wiltshire businesses and residents to help maintain compliance with the current lockdown measures.
- We are providing guidance and advice to the 341 county wide active Community COVID response groups. All are now able to access and network via the Wiltshire Together Platform run by Wessex Community Action.
- Local community recovery plans are in development led by Area Boards supported by Community Engagement Manager
- Recovery community engagement activity across the partnership system has been mapped seeking to enable a joined-up approach to connecting activity.

Inequalities workstream

- We continue to collate and monitor the data on the impact of COVID19 on inequality groups in Wiltshire. This ensures we are able to support our communities to target activity to address emerging issues, and link into other Recovery themes as needed to provide targeted support.
- Communications have been targeted to the Wiltshire LGBTQ+ community signposting LGBTQ+ residents to specific support. The data is showing a disproportionate impact on the mental health and wellbeing of LGBTQ+ residents from lockdown for example experiencing significant anxiety where they have been in lockdown with family who do not accept their sexuality.
- Key issues emerging from the data so far:
 - Data from Wiltshire Citizen's advice is showing a threefold increase in the proportion of non-white British clients asking for employment advice since the start of the COVID19 pandemic, 15% of all employment advice requests.
 - After taking account of age and other socio-demographic characteristics and measures of self-reported health and disability at the 2011 Census, the risk of a COVID-19-related death for males and females of Black ethnicity was 1.9 times more likely than those of White ethnicity.
 - As of May 2020, the proportion of deaths in care homes due to COVID-19 was higher for Black (54%) and Asian (49%) residents, compared to White residents (44%) and those from mixed or multiple ethnic groups (41%).
 - Since the start of the pandemic there has been an 11% increase year on year of racial hate crime reports; a 25% increase in hate crime related to sexual orientation; and a 32% increase in disability related hate crime in Wiltshire.
- A survey of Wiltshire food banks was undertaken during the October half term with all reporting demand having at least doubled compared to the same time in 2019, but also all reporting donations and funding having also increased in line with demand.

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Wiltshire Council

Cabinet

1 December 2020

Subject: Ending of the UK-EU Transition Period

**Cabinet Member: Cllr Philip Whitehead, Leader of the Council and
Cabinet Member for Economic Development, Military Civilian Integration
and Communications**

Key Decision: Non-Key

Executive Summary
Wiltshire Council continues to work with partners to prepare for and manage the end of the UK-EU transition period on 31 December, alongside concurrent threats such as seasonal flu, severe winter weather including floods and snow and the impact of the pandemic.
Proposal(s) It is recommended that: <ul style="list-style-type: none">• Cabinet note the assessment of the council's readiness for the end of the transition period.• Cabinet note the opportunity to shape the UK Shared Prosperity Fund and the potential implications of the government's approach to state aid
Reason for Proposal(s) Wiltshire Council has an important role as community leader in advocating for our residents and local businesses.

Terence Herbert Chief Executive
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Wiltshire Council

Cabinet

1 December 2020

Subject: Ending of the UK-EU Transition Period

**Cabinet Member: Cllr Philip Whitehead, Leader of the Council and
Cabinet Member for Economic Development, Military Civilian Integration
and Communications**

Key Decision: Non-Key

Purpose of the Report

1. To outline the preparations that have been underway for the end of the transition period on 1 January 2021.

Background

2. Throughout the last two years, Wiltshire Council has maintained an assessment of readiness to prepare for Brexit and in particular the possibility of a no-deal Brexit. The council has also participated in the Local Resilience Forum and civil contingency planning under the banner of Operation Yellowhammer. Operation Yellowhammer was stood down in early January 2020. Locally, the response structure was 'mothballed' until 19 October 2020 when it was stood up again. Planning for some exercises (such as disruption to supplies) is underway through the LRF Executive. Nationally, exercises for December 2020 are being planned under the banner of 'D20', recognising the multiple concurrent threats this winter (flu, covid-19, winter pressures, floods, end of EU transition, arrival of Hong Kong citizens, panic buying etc). A 'Reasonable Worst Case Scenario' was shared with LRFs in mid-October 2020.
3. The government are still in negotiations with the EU on the shape of any future relationship with the EU for when the transition period ends, and the UK leaves the single market and custom union, from 1 January 2021. The position of the government and EU was originally that any deal must be agreed by the end of October 2020 at the latest, to enable ratification ahead of the end of December. It now appears the EU summit of 10 December will be critical – this shortens considerably the period for implementation. In parallel, negotiations are underway on trade deals with other countries such as the USA, and any agreements could have implications for regulatory services and trading standards within the UK.
4. A recent [National Audit Office](#) report on UK government readiness concludes: *"The end of the transition period is unlike any previous EU Exit deadline in that, regardless of the outcome of negotiations on the future relationship between the EU and the UK, things will change. The government is planning for significant change at the border from 1 January 2021."* It states that government's approach has been to prepare for no deal as well as a trade

agreement – but noting that given the type of Brexit desired, the arrangements for customs and placing UK goods on EU markets are unlikely to be different with or without a deal. Elsewhere it reports that ‘*Departments have built on their no-deal planning and, although hampered by the challenges of the pandemic, have made progress in recent months implementing the changes to systems, infrastructure and resources*’. The NAO report states that delays are inevitable due to new checks introduced by Brexit, but unpreparedness of firms and hauliers could exacerbate this. UK traders must also assume the EU implements its stated intention of introducing full controls at its border from 1 January 2021 and government must recognise there will be disruption and put in place arrangements to monitor issues as they emerge and respond quickly to minimise impacts.

5. Government has confirmed its plans to introduce import controls on EU goods at the border after the transition period ends on 31 December 2020. This will mean traders in the EU and GB will have to submit customs declarations and be liable to goods’ checks in the same way as they do for the rest of the world. These controls will be applied in [three stages](#) up until July 2021; but regardless of these stages the implications for local businesses trading internationally are that they will require an EORI number and a customs agent. Government has provided £50m of support for customs intermediaries. The key milestones to note are:

31 October	Original deadline for agreement of deal (to allow time for ratification)
10 December	Next EU Summit
31 December	End of transition period
1 January 2021	New relationship with the EU or no trade deal with the EU. Traders have six months to complete relevant customs declarations (payments on any tariffs deferred till then). Checks on controlled goods. Physical checks at the point of destination or other approved premises on all high risk live animals and plants. Exports of animal products to the EU, including fish, will require an Export Health Certificate (EHC) which can be signed by local authority certifying officers. New immigration system comes into effect.
1 April 2021	All products of animal origin (POAO) – for example meat, pet food, honey, milk or egg products – and all regulated plants and plant products will also require pre-notification and the relevant health documentation.
30 June 2021	End date to make an application to the EU Settlement Scheme for those who arrived prior to 31 December.
1 July 2021	Traders moving all goods will have to make declarations at the point of importation and pay relevant tariffs. Full Safety and Security declarations will be required, while for SPS commodities there will be an increase in physical checks and the taking of samples: checks for animals, plants and their products will now take place at GB Border Control Posts.

Main Considerations

6. The government campaign '*The UK's new start: let's get going*' began on 13 July and aims to clearly set out the actions businesses and individuals need to take to prepare for the end of the transition period. Government have also provided some [guidance](#) for councils on preparing for 1 January 2021, covering the following areas:
- Health and social care
 - Access to public services
 - The EU Settlement Scheme
 - Community engagement
 - Regulatory services
 - Internal operations
7. The full guidance is online but the essential points of the guidance that currently exists for these areas (in particular for local government) is summarised below:

Health and social care

- In the event of supply disruption, see if you can manage it locally as part of usual processes. Tell any other local partners that may be affected e.g. NHS. Contact the LRF if needed.
- Review your business continuity or contingency plans regularly
- Prepare with suppliers now and make plans that cover all the supplies we use – from machinery to bed sheets, food and medicine

Access to public services

- No change in entitlement to social housing for EU citizens living here before 31 December 2020; and none after if they live here and apply to the EU Settlement Scheme before 30 June 2021. New arrivals will be subject to the new immigration system.

The EU Settlement Scheme / community engagement

- Promote the EU settlement scheme. Reassure local EU citizens.

Regulatory services

- Register for IPAFFS as well as TRACES for animal imports from the EU to GB; submit notifications.
- Trading standards should prepare for questions from businesses on labelling, designation and safety requirements
- EU assessment of conformity may be accepted for a 'limited period' before GB conformity assessments are required for the GB market.
- Food and drink suppliers must not use EU emblems and label as GB; UK Geographical Indications will be recognised in the EU (and vice versa) but must be labelled as UK within three years
- UK trade marks will need to be applied for in addition to EU ones for those seeking protection in that market
- Additional export health certificates will be required (with small amount of potential increased demand for council)
- Additional training for environmental health staff and trading standards officers on food sampling and imported food controls may be required.

Internal (Council) operations

- We will need to check a job applicant's right to work in the same way as now until 30 June 2021; we cannot require them to show their status under the EU Settlement Scheme until after 30 June 2021.
 - A new immigration system will apply to people arriving in the UK from 1 January 2021 and EU citizens moving to the UK to work will need to get a visa in advance. EU citizens applying for a skilled worker visa will need to show they have a job offer from an approved employer sponsor to be able to apply. If we plan as an employer to sponsor skilled migrants from 2021, and are not currently an approved sponsor, we should consider getting approved [now](#).
 - With respect to data flows under GDPR, the EU committed in the Political Declaration to begin its adequacy assessment of the UK as soon as possible after the UK leaves the EU, endeavouring to adopt an adequacy decision during the transition period if the applicable conditions are met. Further action will be required to ensure personal data continues to flow if no adequacy decision is received
 - Procurement regulations will remain in place but there may be further flexibilities possible in future depending on the shape of trade deals.
 - Current waste shipping requirements will apply; waste exporters must complete waste notification and movement forms with details of the Customs Office of Entry into the EU
8. The main omissions from this list of guidance might be considered to be the council's role in relation to EU funding and more general advice for businesses. These are both areas covered by central government departments, as well as locally by the Swindon and Wiltshire Local Enterprise Partnership. However, the council still has a significant role to play in these areas and so an assessment of our readiness here has been undertaken.
9. EU funding for existing regeneration projects in Wiltshire is secure to the end of the existing EU budget period 2020; with match funding coming from HM Treasury or private business. In reality, it means that projects can continue to deliver until mid-2023. Since 2014, ERDF and ESF funding to England has covered 51 per cent of the total cost of the projects. RDPE has also provided the LEADER programme - rural specific support for businesses in Wiltshire. EU budgets for schemes such as ERDF, ESF and RDPE were set over a 7-year budget period (2014-20) and funded over 20 local projects (one of which is delivered by Swindon and Wiltshire Local Enterprise Partnership – SWLEP, and 5 more to Wiltshire Council.) All non-capital projects are delivered on a pan Swindon and Wiltshire basis. Approximations of current and future spend allocations in Wiltshire for the period for specific elements of ESIF are as follows:
- ERDF: £19m (for R&D and Innovation; SME competitiveness; Low Carbon Economy – excluding recent reopening high streets and recovery grants)
 - ESF: £19m (for Labour Market; Lifelong Learning)
 - EAFRD: £4m (inc rural growth programme)
 - LEADER: £7m
10. The funding above has delivered a range of interventions with match funding on occasion from Wiltshire Council e.g. Porton Science Park Phase 2. Government has promised a consultation on the replacement for EU funding,

through a new UK Shared Prosperity Fund (SPF). It is not yet clear whether the funding will be allocated on the basis of functional economic areas (LEPs) or to upper tier councils. Similarly, there remain unanswered questions about the interaction of the UK SPF with the development of a common devolution framework for England as well as other funds such as the Stronger Towns Fund and Future High Street Fund. Government have also already guaranteed to maintain funding in areas of the country such as Cornwall, who have been large recipients of EU funds. The Council is engaging with government to emphasise the need for the UK SPF to support infrastructure, the rural economy and key sectors present in Wiltshire (such as cyber and life sciences), that deliver against the aims of the UK Industrial Strategy. Final decisions about the design of the Fund are expected to take place after the cross-governmental Spending Review.

11. The Agriculture Act 2020 has recently become law and beginning next year the UK will transition away from a system of direct payments to landowners towards payment solely for public goods (planting trees, enriching wildlife, air and water quality, access, welfare, soil health, flooding reduction) by 2027. The new Environment Land Management System will also begin implementation soon. The Environment Bill will also establish the Office for Environmental Protection (OEP) to champion and uphold standards. Both will have significant implications for landowners in the county, including the council (and tenants of our 33 county farms). SW LEP have a rural economy sub-group which includes a range of key stakeholders in this area. Currently, applicants from Wiltshire receive approximately £50m a year in Basic Payment Scheme, £9m a year in Environmental Stewardship payments and £2m through Countryside Stewardship schemes.
12. As part of preparations for Brexit through late 2018 and 2019, Wiltshire Council maintained an internal readiness review document. This document has also been updated in light of the above guidance to take account of the need to prepare for the end of the transition period and in light of the slightly different context we now find ourselves in (including headings on EU funding and local business). See **Appendix 1**.
13. The readiness review has been circulated for further updates to all relevant directors and heads of service and will continue to be on a regular basis. Alongside this, heads of service have been reminded regularly of the need to review their service area's business continuity plans to ensure they account for any risks associated with the end of the transition period.

Risks and actions that will be taken to mitigate these risks

14. The readiness review document sets out the various measures that are being put in place to mitigate the risks that have been identified. The top three risks associated with the end of the transition period are as follows:
 - Access to Equipment/Services –difficulties importing parts or difficulty exporting affecting service delivery. Services potentially affected include Waste & Recycling (drivers, reverse logistics, delays at ports, storage space, EA permits once storage locations are identified etc)

- Demand Surge - caused by localised disruptions to fuel and food supply or by uncertainty. This may be magnified by potential panic buying & increased demand for business advice (with the risks greatest for our more vulnerable communities including clinically vulnerable groups & individuals & smaller businesses)
- Legal – uncertain regulatory climate contributing to ineffective trading standards enforcement coupled with high level of queries on product safety and food labelling requirements to a team already under pressure due to the pandemic; lack of equivalence recognition from EU contributing to uncertainty on e.g. information sharing and food standards.

Financial advice

15. The council received funding totalling £315k across the 2018/19 and 2019/20 financial years. This has funded work in teams across the council to prepare for Brexit and the possibility of a no-deal. No further funding has been made available to the council specifically for the ending of the Transition period in 2020/21.

Decision making

16. This paper draws on the council's Integrated Emergency Management Plan, which reflects the council's statutory requirements as a category 1 responder under the Civil Contingencies Act and sets out a framework for preparing and responding to emergencies. Those responsibilities are discharged through the work of senior officers with other partners on the Local Resilience Forum. This paper concerns the council's own preparations for the ending of the Transition period to enable it to contribute effectively to multi-agency discussions through the LRF and elsewhere. The LRF owns a range of specific multi-agency plans on issues such as traffic management and fuel disruption and receives monthly reports on risk profiles for rising tide scenarios. Multi-agency plans have been developed with extensive input from Wiltshire Council officers.

Legal Advice

17. The European Withdrawal Act enshrines in UK law the entirety of the body of EU law – the *acquis communautaire*. As such there will be no imminent change to legislation such as GDPR and secondary legislation will come into effect on 1 January 2021 to ensure minimal disruption. However, the government has previously stated that it may seek to legislate in areas such as the Human Rights Act and the availability of judicial review to balance the rights of individuals and the state. Depending on the shape of trade deals reached with other jurisdictions there may be further flexibilities on issues such as procurement and state aid in due course which could have significant implications for local authorities.

Workforce and Organisational Development advice

18. Workforce elements are considered within the Transition Readiness Review document.

Conclusions

19. It is recommended that:
- Cabinet note the assessment of the council's readiness for the end of the transition period.
 - Cabinet note the opportunity to shape the UK Shared Prosperity Fund and the potential implications of the government's approach to state aid

Terence Herbert, Chief Executive

Report Author:

David Bowater, Senior Policy Officer, Executive Office

23 November 2020

Appendices

Appendix 1 – Wiltshire - Transition Readiness Review

Wiltshire Council Brexit: Transition Readiness Review

23 November 2020

Transition readiness review

Throughout the last two years, Wiltshire Council has maintained an assessment of readiness to prepare for Brexit and in particular the possibility of a no-deal Brexit. The council has also participated in the Local Resilience Forum and civil contingency planning under the banner of Operation Yellowhammer. Operation Yellowhammer was stood down in early January 2020. Nationally, exercises for December 2020 are being planned under the banner of 'D20', recognising the multiple concurrent threats this winter (flu, covid-19, winter pressures, floods, end of EU transition, arrival of Hong Kong citizens, panic buying etc).

The government are currently in negotiations with the EU on the shape of any future relationship with the EU for when the transition period ends, and the UK leaves the single market and custom union, from 1 January 2021. It was originally understood that any deal must be agreed by the end of October 2020 at the latest, to enable ratification ahead of the end of December. In parallel, negotiations are underway on trade deals with other countries such as the USA, and any agreements could have implications for regulatory services and trading standards within the UK.

Government has confirmed plans to introduce import controls on EU goods at the border after the transition period ends on 31 December 2020. This will mean traders in the EU and GB will have to submit customs declarations and be liable to goods' checks in the same way as they do for the rest of the world. These controls will be applied in three stages up until July 2021; but regardless of these stages the implications for local businesses trading internationally are that they will require an EORI number and a customs agent. Government is providing £50m of support for customs intermediaries from September 2020. The key milestones to note are:

31 December	End of transition period
1 January 2021	New relationship with the EU or no trade deal with the EU. Traders have six months to complete relevant customs declarations (payments on any tariffs deferred till then). Checks on controlled goods. Physical checks at the point of destination or other approved premises on all high risk live animals and plants. New immigration system comes into effect.
1 April 2021	All products of animal origin (POAO) – for example meat, pet food, honey, milk or egg products – and all regulated plants and plant products will also require pre-notification and the relevant health documentation.
30 June 2021	End date for EU citizens in the UK to make an application to the EU Settlement Scheme
1 July 2021	Traders moving all goods will have to make declarations at the point of importation and pay relevant tariffs. Full Safety and Security declarations will be required, while for SPS commodities there will be an increase in physical checks and the taking of samples: checks for animals, plants and their products will now take place at GB Border Control Posts.

This document considers Wiltshire Council actions with partners required to mitigate risks associated with the end of the Brexit transition period on 1 January 2021, when the country leaves the single market and customs union. It draws on the latest government advice (www.gov.uk/transition) where available and accounts for the possibility of an agreement on the future relationship as well as the possibility there is no agreement on this.

Progress for these actions is summarized for a range of areas across the council using the following key:

Yet to commence	Underway	Aspect at risk / deserves attention	Unresolved risk to council business	Closed
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Government have provided [guidance](#) for councils on preparing for 1 January 2021, covering the following areas:

- **Health and social care**
- **Access to public services**
- **The EU Settlement Scheme**
- **Community engagement**
- **Regulatory services**
- **Council operations**

This document mirrors those headings and adds to them **Advice and Support for Business; EU funding and Contingency Planning**.

Some communications material is already available on the Wiltshire Council [website](#). This will be updated further once the shape of the new relationship with the EU becomes clearer. Use is also being made of social media and further targeted communications is taking place as necessary.

Health and Social Care

Government advice is summarised as:

- In the event of supply disruption, see if you can manage it locally as part of usual processes. Tell any other local partners that may be affected e.g. NHS. Contact the LRF if needed.
- Review your business continuity or contingency plans regularly
- Prepare with suppliers now and make plans that cover all the supplies we use – from machinery to bed sheets, food and medicine

Area	Actions	Update / Status	Action owner	Date
Social Care	Ask our social care providers to carry out self-assessment of readiness for the end of the transition period based on workforce and other issues.	<p>All social care providers have been asked to undertake a self-assessment and support has been offered</p> <p>SW ADASS and WCP continue to circulate advice. The Council has run a webinar for providers on BCPs and have advised in respect of Brexit. Advice also gone out in weekly newsletter</p> <p>Our social care providers have considered the implications of the new immigration requirements that will be in place from 2021, including the need for registration with the Home Office where necessary.</p>	<p>Lucy Townsend Emma Legg Helen Jones</p>	November 2020
Social Care	Review Business Continuity Plans and prepare with suppliers now to make plans for all the supplies we use – from machinery to bed sheets, food and medicine	<p>All commissioning & ASC BCPs have been reviewed</p> <p>See above in respect of BCP webinar for providers</p>	<p>Lucy Townsend Emma Legg Helen Jones</p>	November 2020

Access to public services for EU citizens

There will be no change in entitlement to public services for EU citizens living here before 31 December 2020; and none after if they live here and apply to the EU Settlement Scheme before 30 June 2021. New arrivals will be subject to the new immigration system and its requirements.

Area	Actions	Update / Status	Action owner	Date
Housing/ benefits	Evaluate entitlement to social housing and homelessness support for EU citizens	No change in entitlement to social housing for EU citizens living here before 31 December 2020; and none after if they live here and apply to the EU Settlement Scheme before 30 June 2021. New arrivals will be subject to the new immigration system. NRPF advice here . MHCLG have promised further guidance on housing legislation; and how changes will impact assessing applications for social housing and homelessness assistance from EEA citizens and their family members from 1 January 2021.	Simon Hendey Nicole Smith Ian P Brown	January 2021
Housing	Ensure landlords understand responsibilities on right to rent checks	Landlords (including Wiltshire Council) will need support in undertaking right to rent checks and further guidance is being sought from government to ensure EU citizens are not inadvertently discriminated against (particularly for the period between January and July 2021)	Simon Hendey Nicole Smith	January 2021
Register office	Clarify situation for legal marriage ceremonies whereby EU nationals can attend their local register office to give notice of marriage	Advice from the General Register Office for England and Wales is that it should be business as usual until otherwise notified. EU and Foreign nationals will be required to give notice of marriage at one of the 70 Designated Register Offices throughout England and Wales initially (Wiltshire is not one of these – the nearest being Swindon and Bristol). Training will be rolled out in Spring 2021 to enable all register offices in England and Wales to undertake notices of marriage or civil partnership for all foreign nationals including EU nationals from June/July 2021.	Ian Gibbons Alison Manning	November 2020
Elections	Clarify status of EU citizens and eligibility to stand and vote in UK local elections (including by-elections). Ensure reflected in electoral register.	Government statement means the UK has unilaterally granted EU citizens the right to vote and stand in local elections for the time being. As at November 2021, the position remains the same meaning EU citizens will be eligible to vote in May 2021 local elections as well as PCC elections (as per electoral register).	Terence Herbert Maria Doherty Caroline Rudland	May 2021

EU Settlement Scheme and Community Engagement

The EU Settlement Scheme allows those who have arrived before the end of December 2020 until June 2021 to apply for settlement. Separate agreements have also been reached with EFTA countries.

Area	Actions	Status / update	Action owner	Date
EU citizens resident in Wiltshire	Publicise EU settlement scheme with appropriate community groups.	<p>Info made available on website and with community groups via CEMs.</p> <p>4.2 million people have already applied nationally out of an EU population originally estimated as 3.5 million in the UK.</p> <p>Latest stats (for June 2020) show that 11,710 EU citizens in Wiltshire have signed up by March 2020 (or 9920 adults compared with 7995 adults on electoral register). Press release issued July 2020 confirming progress made.</p>	Jess Gibbons Ceri Tocock	December 2020
EU Citizens in Care	Check for EU citizens that are supported by adult social care and advertise/ apply for EU settlement on their behalf (depending on capacity)	<p>All LAS records have been reviewed and individuals identified who may need support to make an application. Contact will be made with all these individuals and assistance provided.</p> <p>Those subject to DoLs/ CoP will have EU settlement applied for (33 on LAS, 4 on DOLs). All teams within adult care are highlighting this issue within assessments/annual reviews. This is also being considered within the Advice and Contact team and individuals signposted to CAB where appropriate who can assist with applications.</p>	Emma Legg Peter Twiggs/ Emma Townsend (Iain Kirby Peter Redpath)	December 2020
EU Citizens in Care	Check for EU citizens that are Looked After Children / Care Leavers and apply for settlement on their behalf.	All LAC have since been reviewed for the potential need for EU settled status and for the relevant cases have had their application made and with the appropriate docs being drawn together. Home Office funding to check on a quarterly basis has been drawn down.	Martin Davis Matthew Turner	November 2020

Regulatory

The EU Withdrawal Act transposes EU law (the *acquis communautaire*) into UK law. Secondary legislation will be implemented at the end of the transition period pursuant to this (with possible changes if agreed in a new relationship with the EU).

There will be changes to databases, labelling, designations and safety requirements for businesses to adjust to alongside changes to some environmental health and trading standards operations.

Area	Actions	Update / Status	Action owner	Date
Procurement	Review all strategic contracts for risk points, including risks associated with the Competition and Markets Authority replacing OJEU arrangements with a new procurement hub.	Our ProContract e-sourcing solution is one of the nationally recognised core “feeder” systems that Central Govt are working with to ensure that where our notices would have been notified at OJEU level via Tenders electronic Daily (TED) instead go on the new UK e-notification service. The change ought to be minimal. Wire message addresses internal audit findings around contract documents, exit strategies and BCDR. Review of strategic contracts in July 2019 allowed addressing of this as terms stay same during transition, so other action on contingency planning ought to manage the existing contract risk. Further messaging to contract managers went in Sept 2019.	Andy Brown Jonathon Hopkins	November 2020
Procurement	Review standard clauses with legal for reference to the EU.	This work has been underway since the initial leaving date, and is regularly reviewed to reflect the developing agenda.	Andy Brown Jonathon Hopkins	November 2020
Trading Standards	Implementation of new databases to replace TRACES (EU system enables the service to trace the history of imports and importers) and RAPx (Product Safety) as well as cosmetics.	A replacement for TRACES has been produced (Import Notification System) known as IPAFFS. No replacement for RAPEX is expected other than the Product Safety Database operated by the Office for Product Safety and Standards. We have been submitting intelligence to this database for approximately a year. For	Jessica Gibbons John Carter (Yvonne Bennett)	November 2020

Area	Actions	Update / Status	Action owner	Date
		cosmetics, the UK will have its own notification database from 1/1/21. This will replace the current European database.	(Jenny Thomson)	
Trading Standards/ Food & Safety	Assess potential demand for additional queries on labelling, conformity and safety. Consider additional training required for staff on food import sampling and controls	The national food standards delivery programme is under review by the Food Standards Agency and a number of local authorities will be participating in a scheme to pilot a new delivery model. Wiltshire has not been selected to participate in this pilot. We will continue to work with our businesses to ensure they are familiar with the current food standards legislation, for both internal trade, imports and exports. We have undertaken update training on the recent Official Controls Regulations EU Reg 2017/625 to ensure that we, as an inland authority, work closely with all other relevant agencies to safeguard the food supply chain. The office for Product Safety and Standards is periodically providing information for businesses via a series of webinars in preparation for the end of the transition period. We will be signposting relevant businesses to the information.	Jessica Gibbons John Carter (Jenny Thomson)	November 2020
Trading Standards/ Food & Safety	Support for importers/ exporters of food and fertilisers.	13 export health certificates were issued last year. Numbers are unlikely to be a problem. A new digital platform is expected to be introduced soon. In 2019 food businesses were written to by both Wiltshire Council and the FSA and advised of new labelling arrangements. Only a dozen or so businesses are exporters. Only one query was received in response which was easily handled. Defra/APHA have done some work on this, very much headline figures and an estimate –currently no EHCs required for intra-EC trade in POAO. HMRC only maintain	Jessica Gibbons John Carter (Jenny Thomson)	November 2020

Area	Actions	Update / Status	Action owner	Date
		<p>trade data by total volumes/value and have found it challenging to identify the number of additional consignments that would require EU EHCs for POAO after end-December 2020.</p> <p>LA Certifying Officers will only be able to sign EU EHCs for fish and fish products, honey and composite products containing fish products and/or egg products. Figures - Defra have been able to provide are as follows:</p> <ul style="list-style-type: none"> • APHA currently issue approximately 35,000 EHCs for POAO per annum to support exports to non-EU countries. • Estimated the number of EHCs issued in GB may increase five-fold from the 57,000 in 2017, with at least half relating to fish and fish products. <p>There is no statutory requirement for LAs to provide an official export health certification service on behalf of APHA and Defra Ministers - this work sits outside their statutory Official Controls responsibilities on behalf of the FSA under the Food Law Codes of Practice.</p> <p>Since Monday 1 June 2020, applications for Export Health Certificates have been submitted online to APHA/Defra using the new EHC Online service –either an official veterinarian or LA can be approached to authorise.</p>		

Area	Actions	Update / Status	Action owner	Date
Environmental Control and Protection	Potential changes to air quality legislation	We await the Environment Bill to give clarity on Air Quality (AQ) legislation as the government will no longer be overseen by the EU on this subject. We need to be aware of the changes to the AQ framework as this will likely put emphasis on Local Authorities as Government relieves itself of burdens not contained in international agreements and accords. The Office of Environmental Protection will also come into effect under the new legislation.	Jessica Gibbons John Carter	March 2021?

Council Operations

Area	Actions	Update / Status	Action owner	Date
ICT	Ensure sound data sharing basis is in place for key programmes e.g. army basing; and ensure appropriate siting of cloud-based IT (if the EU do not provide an adequacy decision).	<p>O365 for Europe is hosted in Dublin/Amsterdam. However, because of the UK Govt insistence on certain areas of govt being hosted in the UK, they recently opened the UK O365 data centres. We have requested that our tenancy be moved to the UK as our original intention was to share with the Police and a UK hosted O365 addressed some of their national security concerns. However, due to the large number of UK orgs wanting to do this, means this will not happen imminently. In the meantime, the Standard Contractual Clauses are in place, see the first two answers in this FAQ: https://products.office.com/en-gb/business/office-365-trust-center-eu-model-clauses-faq</p> <p>Service areas have been asked to assure any data hosting arrangements for their software or suppliers.</p>	Ian Robinson Mike Ibbetson	November 2020
Information Governance	Apply ICO toolkit to ensure data sharing basis is sound, accounting for the possibility that equivalence is not granted to UK GDPR arrangements following the European Commission's assessment	If the EU do not arrive at a position of declaring they are happy enough with UK security measures for the transfer of data, and an adequacy decision is not forthcoming from the European Commission, then at the point of transition ending there are issues of compliance if we are transferring data from the EU into the UK. These can potentially be overcome using standard contractual clauses which would allow a legal basis for transfer (outgoing) from the EU. These are model data protection clauses that have been approved by the European Commission and enable the free flow of personal data when embedded in a contract. The clauses contain contractual obligations on us and our EU partners and rights for the individuals whose personal data is transferred. This	Ian Gibbons Maria Doherty (Sarah Butler/ Andy Holyoake)	November 2020

Area	Actions	Update / Status	Action owner	Date
		would need to apply to any processing the council undertakes on servers outside of the UK.		
Human Resources	Ensure appropriate right to work checks are in place from 30 June 2021; (we cannot require job applicants to show their status under the EU Settlement Scheme until then).		Jo Pitt	June 2021
Human Resources	Consider whether we wish to sponsor skilled migrants under the new immigration system in place for people arriving in the UK from 1 January 2021. EU citizens applying for a skilled worker visa will need to show they have a job offer from an approved employer sponsor to be able to apply. If we plan as an employer to sponsor skilled migrants from 2021, and are not currently an approved sponsor, we should consider getting approved now .	<p>To be eligible for a skilled worker or health and care visa, the main requirements are that a worker has to be in a job deemed to be of a sufficiently high skill level (roughly equivalent to A level or above), to be paid above a minimum salary threshold (lower than currently) and to be able to speak English to the required level. The process should be faster with no requirement to perform the resident labour market test and no cap on numbers. Those coming to work in health and care are also promised some other advantages: lower visa fees, abolition of the immigration health surcharge and faster processing times.</p> <p>Some changes may make it easier to hire migrants into social care e.g. senior care workers are added to the list of eligible occupations though the required salaries may be challenging. But the key frontline role of care assistant is ineligible.</p>	Jo Pitt Lucy Townsend	December 2020
Waste	Review risk to exports of recycling and refuse derived fuel and identify any necessary contingency plans in light of government guidance	Shipments of waste for recycling and energy recovery operations should be able to continue. As with other notified waste, the notification process will be retained with some minor additional customs procedures which will need to be followed when exporting to the EU. We are continuing to monitor this with Hills and FCC. All EU countries have now	Parvis Khansari Martin Litherland	November 2020

Area	Actions	Update / Status	Action owner	Date
	<p>Ensure waste carriers complete notifications forms with details of EU Customs Office of Entry and, where relevant, EU Customs Office of Exit,</p> <p>Ensure waste carriers pass a copy of the Movement document to the Customs Office of Entry into the EU, and, where relevant, EU Customs Office of Exit,</p> <p>Ensure waste carrier is suitably authorised to carry waste in the relevant EU countries.</p> <p>Ensure contractors are prepared for possible delays to waste exports of solid recovered fuel or disruption to vehicles maintenance spares (waste collection) and specialist equipment at the materials recycling facility (MRF) in Calne and the Mechanical Biological Treatment facility at Westbury (noting that there is limited opportunity to send recycling to third party MRFs in short term, but if MBT was inoperable the waste normally sent there would have to be landfilled).</p>	<p>agreed that approvals can continue. Most wastes considered as “goods” will be subject to tariffs of 3 – 7%. The WTO and EU websites provide a breakdown of tariff by material.</p> <p>Waste management is viewed as a service under WTO rules but waste is also seen as a good. This means that for most waste exports where the waste is sold for waste management as a good, the WTO rules for goods apply. Where the service of waste management is bought by the holder of a waste, WTO rules for a service apply (=0). In particular, this applies to RDF and SRF waste streams. Wiltshire currently exports Refuse Derived Fuel to the EU.</p> <p>Landfill is the fallback option with landfilling of solid recovered fuel produced at the waste treatment plant = £+1m costs and reduced landfill diversion rates. There could also be landfilling of some materials collected for recycling if MBT was not operable as storage is not a viable option = reduced income and reduced recycling rates, and environmental impacts of degrading organic materials such as paper and card. Work continues with all contractors to ensure readiness; contractors are exploring contingency plans in the event that there are problems with ports on the south coast. EA will need to license any additional storage capacity in the event of disruption or delays.</p> <p>UPDATE 13/10/20: Primary mitigation to avoid landfilling SRF/RDF produced at the Northacre MBT involves selecting a haulage route into Europe that: <ol style="list-style-type: none"> a. Avoids Dover, and the potential for more significant delays there than other UK ports as traffic volumes are that much greater at Dover, and </p>		

Area	Actions	Update / Status	Action owner	Date
		<p>b. Utilise a port where ships sail directly into the country of final destination for the RDF, will remove the need for one of the expected transport documents (Transit Authorisation Document, TAD). The contractor is progressing this option.</p> <p>Anticipated requirement for three separate documents to allow the export of SRF/RDF from the UK into Europe and to travel through Europe:</p> <ul style="list-style-type: none"> c. UK Export document (required in all cases) d. EU Import document (required in all cases) e. Transit Authorisation Document, TAD (required if entering an EU country and travelling through into another EU country) <p>Each of the above documents will have a fee associated with it. In 2021 Hills intends to ship 15,000 tonnes of RDF to a facility in Holland. This is an alternative arrangement arranged by a German facility and 10,000 tonnes to ARN (Holland). Transport to both these facilities will be UK directly into Holland with no TAD required. As yet the cost of the import and export documents are not known. A UK-based energy from waste facility is also due to begin accepting SRF/RDF from the Northacre MBT in November 2021, providing a further alternative to exporting this material. Assessment of 2019/20 recycling destinations showed that 95% of waste collected for recycling, composting and re-use was managed within the UK. This situation persists, which should provide some protection against the need to landfill recyclate that cannot be exported for a period.</p>		

Advice and support for business

A recent significant development in Wiltshire is the announcement of job losses due to restructuring of Dyson (announced in August 2020). The county's business community in general is still working through the impacts of Covid-19 which may also change the context for individual concerns around transition. BEIS have commissioned the SWLEP Growth Hub to provide regular intelligence reports on individual business concerns. MHCLG and BEIS have developed a framework for local authorities and Growth Hubs to work together to develop this local intelligence. In addition, the role of the 9 local authority Chief Executives who have been acting as regional conduits to government will continue with a shift in focus to providing insight on performance of local economies and monitoring impact of any economic shocks in conjunction with the Growth Hubs. The council also monitors feedback received directly by businesses. Most recently, analysis has been commissioned to provide a South-West economic perspective on the Bank of England forecasting for different future trade models and a draft report for Wiltshire produced.

Exporting and importing businesses in Wiltshire may need support with new customs arrangements coming into effect. The need to plan for potential disruption at ports could see civil contingency arrangements stood back up towards the end of the year although the government's proposed approach to [border control](#) aims to avoid this.

Regardless of the shape of the future relationship, council and LEP support for inward investment and trade promotion work, in conjunction with DIT, will continue to be important. In general, the large businesses appear to have considered risks, acted on contingencies or have them in place; many smaller SMEs appear to have not and do not know how they will be affected, if at all. Farming is an industry particularly at risk dependent on the approach to tariffs and checks that emerge. The [Agriculture Bill](#) aims to provide clarity on the approach to public payments for public goods and the Environment Bill on the standards that will be upheld.

Economy	Work with SW LEP on support to importing and exporting firms to make the most of any new trading arrangements and changes in the value of the £; and to encourage FDI. Work with Visit Wiltshire on tourism	Advice signposted on LEP growth hub Advice on WC website link to gov.uk/brexit EORI messaging has been promoted to non-VAT registered business via LEP; also promoting export growth fund. Exporters and importers looking to build capacity for their own customs management might be able to get financial help from the Customs Grant Scheme . The scheme is run by PWC with aims to help SMEs with costs associated with	Sam Fox (Pete Manley)	November 2020
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		<p>increasing their capacity and enhancing their ability to complete customs declarations. Courses are available from the UK Customs Academy, set up at the request of HM Revenue and Customs to support the development of a robust and sustainable customs intermediaries sector for the future. The Internationalisation Grant scheme will launch on 30 November to offer ERDF grants to small and medium businesses to support their export drives. The grant scheme which will require businesses to provide match funds, will be operated by Capita. Council staff are working with the SWLEP to ensure full knowledge of the scheme in time for its. Currently, the project has a task to support 95 SMEs in the Swindon and Wiltshire area. Also – in touch with BusinessWest who hold the DIT international trade advisor contracts – and are also concerned about numbers of small previously non-exporters (EU single market suppliers) coming to them requiring small but significant levels of help.</p>		
Economy	Ensure task force with employment and skills team to address any major redundancies can be implemented quickly	<p>A task force was rapidly convened for the closure of Cooper Tires in Melksham; and following restructuring of Dyson. There is a lot of work ongoing with partners (Serco SSR, NCS, Swindon Borough) to help firms coordinate post-redundancy interventions. Work is ongoing to pool resources and work with partners across boundaries to reflect labour market/ travel to work zones. Similar arrangements can be stood up as required in future.</p>	Sam Fox (Mandy Timbrell)	August 2020

Economy	Conduct mood assessment of Wiltshire 100 major employers and engage with key business representative groups via SWLEP.	Taking place on a rolling basis	Sam Fox (Pete Manley)	November 2020
Economy	Work with SWLEP on information, signposting, advice for businesses	Advice signposted on growth hub https://www.gov.uk/transition Business Continuity Advice on Wiltshire Council website	Sam Fox (Pete Manley)	November 2020
Economy	Engage farming industry through the SW LEP rural economy sub group, to consider industry readiness in this area	Agri Bill and Env. Bill have been considered as discrete items – CLA/ NFU and WWT/ WC have brought their knowledge to the group as a way of explaining the effects of the Bills	Sam Fox	November 2020
Economy	Consider and monitor medium term risks to those who are vulnerable and likely to be affected by e.g. any food price increases	This is being considered by the Community Resilience theme of the Covid-19 recovery work. The LRF response to any short term food disruption will be gathering any intelligence / information and submitting to the centre.	Simon Hende Frank Coleman (wellbeing hub) Rhys Schell (foodbanks)	November 2020

EU funding

EU funding for existing projects in Wiltshire is secured for all projects contracted by 31 December 2020. In reality, it means that projects can deliver until early 2023 which is the natural end of the 2014-2020 programming period. The 2017 government promised a consultation on the replacement for EU funding, through a new UK Shared Prosperity Fund. No consultation has yet taken place, though the UKSPF has not been abandoned according to sources. It is not yet clear whether the funding will be allocated on the basis of functional economic areas (LEPs) or to upper tier councils - and very possibly will be to both. The UKSPF has been superseded by the 2019 government's Build Back Better/ Levelling Up and Green Homes agenda, other funds such as the Stronger Towns Fund and Future High Street Fund, and to some extent, COVID-19 funding, though this was not growth oriented. As it is, once projects and programmes end, they are not currently being replaced either directly, or in terms of new policy which will lead to new programmes, such as the LEADER or rural development programmes.

Area	Actions	Status	Action owner	Date
EU funded projects	<p>Work with SW LEP to review list of EU funded projects and applications and consider any non-financial impacts (staffing, travel, access to resources, contractual terms).</p> <p>Consider implications of UK funding guarantee for EU projects in UK and any issues for the timing of match funding as these arise.</p>	<p>Final calls for projects have put in place a new portfolio of business-facing projects until mid-2023. Projects continue to deliver the 2014 ESIF Strategy in its the second phase of the 7 - 8 year programme. Currently there are 7 ERDF projects (total grant of £4.3m) covering:</p> <ul style="list-style-type: none"> • Start-up, scale-up – productivity / funding for SMEs - SWLEP • SWI4G - Innovation across sectors - Uni. West England (UWE) • Digital Accelerator @ Corsham digi-mansion – Set Squared / Uni Bath • Internationalisation – Grant scheme - Capita (via Dept Int. Trade) • Target 2030 – Energy efficiency for SMEs – Severn Wye Energy • Inward investment – SWLEP with SBC and Wiltshire Council <p>Also 4 capital projects in pipeline - Porton Science Phase 2 (others are transformative energy and circular economy projects in Swindon – one of which is a Refuse Derived Fuel facility (recycling facility).</p> <p>On Skills; the ESF Programme has closed to new calls. The Education and Skills Funding Agency (ESFA) has extended projects to deliver until 2023. These projects provide critical difference for resident's in the job market in coming years and supporting SMEs become more productive.</p> <ul style="list-style-type: none"> • The main local offer – the £3m Serco coordinated skills support for workforce, (and redundancy) continues to meet a strong demand. 	<p>Sam Fox Julian Head</p>	<p>November 2020</p>

Area	Actions	Status	Action owner	Date
		<ul style="list-style-type: none"> • This project is focused on delivery digital skills as firms adjust to the pandemic. Leadership and management training to SMEs furthering their use of digital tools. Serco project also now highly involved with redundancies, working with many firms and individuals reskilling for new roles. • Get Ahead programme (Wiltshire College in partnership with New College) prevents 16-24 NEET – with apprenticeships, traineeships, work experience and further education offered. Demand has dropped off over a critical period for school leavers who have been ‘lost in lockdown’ – the spike of NEETs predicted has not materialised – as schools and other organisations are unable to deliver on all commitments due to restrictions. Engagement with schools is difficult, as they divert attention referrals are not made. • The community grants scheme makes targeted interventions for specific cohorts of people and places, could extend in spring 2023 – no decision until January 2021. 		
EU funded projects	Lobbying on the size, criteria and processes of the new UK Shared Prosperity Fund from 2020 - emphasising the value of a single pot and streamlined bureaucracy and investment in central southern locations.	<p>The UKSPF consultation has not yet occurred. Given that subsidy and State Aid, and more widely, the UK’s basis for trade, regulation and support (its playing field) has not been adequately developed or explained, it is still difficult for govt to confirm the type, extent, scope or purpose of UKSPF.</p> <p>The LEP has finalised an Industrial Strategy with clear priorities which will inform the response; and recently submitted a list of shovel ready projects to aid recovery from the covid-19 pandemic.</p> <p>There remains a lot of uncertainty on the UK SPF. Whilst “Place” remains a current theme for government policy-makers, the thematic agenda is less clear other than the broad ideas of ‘Levelling Up’ and ‘Build Back Better.’ Any announcements in Autumn or Spring are likely to be for a short period of spending – and will not repeat the 7 – 10 year funding cycles enjoyed under ESIF and Horizon 2020.</p>	Sam Fox Julian Head	November 2020

Area	Actions	Status	Action owner	Date
		<p>Council must be prepared to make bids at short notice, and will have to risk resources on gathering evidence and developing policy without any certainty on what might be investable. As with all new programmes, Council is advised to develop evidence-led policy for economic development and regeneration to inform what the funds should be for in advance of government funds being made available – simply along the broad themes announced. The area's Local Industrial Strategy, should provide a starting point for more detailed policy and bidding. Council should also assemble data from existing delivery and use to inform of current and future need.</p> <p>Given recent initiatives, it is likely any local needs (eg; energy and transport infrastructure, net-zero development, skills and inclusion, rural economy, community-led development and key sectors such as cyber and life sciences) could be separately supported so the Council may need to ensure disparate funds are put into coherent programmes to make the offer accessible and inclusive and ensure they are delivered effectively and efficiently.</p>		

Contingency planning

Area	Actions	Update / Status	Action owner	Date
Resilience	Work as part of the Local Resilience Forum on contingency plans	SCG, TCG, Intel and comms representatives for Wiltshire Council have been confirmed.	Terence Herbert	September 2020
Resilience	Ensure access and training on Resilience Direct	EP are attending relevant training and arranging relevant internal briefing. CLT members will receive further training early December.	Kate Blackburn (Chris Manuel/ Sarah Kelly)	November 2020
Resilience	Health check fuel, food and supply chain contingency plans with LRF	<p>Priority staff for fuel have been updated alongside business continuity plans. Bunkered fuel capacity has been assessed and topped up as appropriate. Suppliers are being reminded of contractual requirements for business continuity arrangements. Stranded passenger plan has been developed with WC input.</p> <p>Multi-agency fuel shortage exercise took place mid-November with highways and fleet services an integral part.</p>	<p>Kate Blackburn (Chris Manuel/ Sarah Kelly)</p> <p>Parvis Khansari</p>	November 2020
Resilience	Ensure safety of private water supplies	Wiltshire Council has responsibilities for risk assessing and monitoring the standards of drinking water for around 600 private water supplies in the county. The primary responsibility for maintaining these non-mains supplies lies with their owners and they will ensure that adequate supplies of any chemicals, where needed for treatment, are maintained (Wessex Water have offered support with this). In addition the council has a contract with South Eastern Water (SEW) who transport our water samples to their laboratory and analyse them for a range of bacteriological and chemical contaminants. SEW has Business Continuity (BC) plans in place to ensure continuation of their service after transition ends.	Jessica Gibbons John Carter	September 2020

Area	Actions	Update / Status	Action owner	Date
Resilience	Ensure that plans for community tensions monitoring and engagement with the voluntary sector are robust, with LRF	EP attend a weekly Op Quantum meeting with Police and multi-agency partners that covers public tension/disorder. Voluntary sector engagement and arrangements are well established.	Terence Herbert Jessica Gibbons (Chris Manuel/ Sarah Kelly)	September 2020
Commissioning/ Procurement	<p>Ask our supply chain to carry out self-assessment of readiness for the end of the transition period based on workforce and other issues (using government advice on www.gov.uk/transition).</p> <p>This should include consideration of issues such as supply chain disruption and potential impact of panic buying.</p>	<p>A range of communications and advice has been shared regularly with social care providers through arrangements established during the pandemic.</p> <p>A Brexit briefing for schools has been prepared which outlines the need for schools to consider potential disruption to school food from 1 January.</p> <p>State-funded schools and co-ordinating councils are also aware that after 31 December 2020 they should continue to offer school places to foreign national children who are resident in the UK as now. However, from 1 January EEA and Swiss national children applying from abroad will be treated the same as any other foreign national child: they will not normally be able to enter the UK to study at a state-funded school or 16-19 academy. Under the new skilled worker route, the dependent child of a Skilled Worker (for example if their parent is offered a job in the UK) is permitted to study (subject to certain other conditions if they are 18 or over). This means that any study is permitted, which doesn't stop them from going to a state-funded school. Government guidance for schools and LAs is available</p>	<p>Andy Brown Helen Jones Jonathon Hopkins</p> <p>Helean Hughes</p>	November 2020

Wiltshire Council

Cabinet

1 December 2020

Subject: **Regulation 18 Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) - Consultation to inform the Wiltshire Local Plan Review**

Cabinet Member: **Cllr Toby Sturgis Cabinet Member for Spatial Planning, Development Management and Property**

Key Decision: **Key**

Executive Summary

This paper sets out the next steps for consulting on the Wiltshire Local Plan Review. Local Plans are informed and shaped by setting out the government's requirements for the level of growth that each area needs to accommodate, in this case from the period up to 2036.

Cabinet at its meeting on 24 March 2020 approved a timeline for the Wiltshire Local Plan Review, which enables consultation to be undertaken with the community and stakeholders on how we might deliver the required level of growth across Wiltshire.

By undertaking consultation prior to any actual allocations being made in a draft Local Plan, people will have the opportunity to put forward their views and inform the Council's thinking in early 2021. These views will then inform the details of the draft Plan.

The report presents the proposed content for an extensive consultation on the direction of the Wiltshire Local Plan Review. This includes possible growth options for each of the County's main settlements. We are keen to receive feedback during the consultation on these possible options, before they are considered at the next stage of the Local Plan later in 2021. In addition, there is a separate element consulting on the planning framework for rural areas.

At each main settlement it is proposed to consult on what might be an appropriate scale of growth over the new plan period, 2016 to 2036. This is presented as an amount of additional new homes and land for employment development and compared to the current Wiltshire Core Strategy proposals. Comment is invited on whether changes to rates of growth are too high, what obstacles stand in the way, or too low, what are the opportunities.

Initial discussions have taken place with each Town Council about 'place shaping priorities' in each main settlement. The consultation will invite comment from each community on how well these represent the community's

vision and its needs and what needs changing in the next phase of the Local Plan, which will be the publication of a 'draft Local Plan later in 2021.

Each community will of course be concerned about where development may take place in the future beyond the current plan. Until now this information has been drawn from the Strategic Housing and Employment Land Availability Assessment. This is a simple register that every Council must retain, which shows every land parcel that an owner or prospective developer has promoted for development. The range of land put forward can often create uncertainty and concern. The consultation for early 2021 presents a range of potential development sites that narrows down these land parcels to a set of reasonable alternatives and invites comments from the community to influence the next steps in plan making, prior to selecting sites for development, either as part of the Local Plan Review or as Neighbourhood Plan allocations. It is worth noting that if land is put forward in this consultation it is not necessarily going to be allocated for that but we want our communities views on these sites suitability for future development.

Possible preferred sites are shown at the Principal Settlements of Chippenham, Salisbury and Trowbridge. This continues the current strategy of focussing growth at the three largest settlements. We are testing these proposals in more detail because if they are not appropriate then we will need to reconsider the role of each town and contemplate a very different distribution of growth amongst all the County's settlements to the current strategy.

Another background paper sets out how we might deliver a Government requirement to provide housing extending to each Large Village and Local Service Centre. This builds on discussions that took place last year with Parish Councils. Each community is to be invited to comment and say what level of growth is suited to their settlement. Appropriate changes can then be made before the plan is drafted later in 2021.

A Climate Change paper examines the role the Local Plan Review can play in helping to achieve carbon neutrality by 2030.

In line with the Council's current Local Development Scheme (July 2020) Consultation is due to commence early 2021 for a minimum period of 6 weeks consistent with the Council's Statement of Community Involvement. However, due to the escalating COVID-19 situation the start date will need to be kept under review with the final decision made under delegated authority. Any change to the start will also affect the start of the consultation on the Gypsies and Travellers Plan considered by Cabinet on 13 October.

In designing the consultation approach, care will be taken to make the consultation material and methods for responding as accessible as possible for all, recognising the technical nature of some documents.

The outcome of the consultation will help inform the draft Local Plan, that is due to be published quarter 4, 2021 for consultation. Prior to this a report will be brought back to Cabinet with a summary of the consultation process and results.

Although the Government intends to reform the local plan process, their proposals are subject to consultation and will take time to implement. It is important in the interim to continue to make progress on the Local Plan as the changes will not alter the need to plan positively for growth.

Proposal(s)

That Cabinet:

- (i) Approves the documents as set out in Appendices 1, 2, 3 and 4 for consultation to inform the content of the Wiltshire Local Plan Review, subject to amendment in (ii);**
- (ii) Delegates authority to the Director for Economic Development and Planning in consultation with the Cabinet Member for Spatial Planning, Development Management and Property to: make any necessary changes to the consultation documents in (i) in the interest of clarity and accuracy before they are finalised for publication; finalise evidence documents relating to the consultation; and make arrangements for and undertake statutory consultation with the start date to take into consideration the COVID-19 position; and**
- (iii) Receives a report after the consultation summarising the main issues raised.**

Reason for Proposal(s)

To ensure that progress continues to be made on maintaining an up to date Local Plan for Wiltshire in line with the Council's Local Development Scheme and statutory requirements.

**Terrence Herbert
Chief Executive**

Wiltshire Council

Cabinet

1 December 2020

Subject: Consultation to inform the Wiltshire Local Plan Review

Cabinet Member: Cllr Toby Sturgis Cabinet Member for Spatial Planning, Development Management and Property

Key Decision: Key

Purpose of Report

1. The purpose of this report is to seek:
 - (i) Approval for the documents as set out in Appendices 1, 2, 3 and 4 to this report for consultation to inform the content of the Wiltshire Local Plan Review;
 - (ii) Authorise the Director for Economic Development and Planning in consultation with the Cabinet Member for Spatial Planning, Development Management and Property to: make any necessary changes to the consultation documents in the interest of clarity and accuracy before they are finalised for publication; finalise evidence documents relating to the consultation; and make arrangements for and undertake statutory consultation.

Relevance to the Council's Business Plan

2. The Business Plan 2017-2027 'Forward Thinking' seeks to: create strong communities in Wiltshire. The Local Plan aligns with all three of its priorities: Growing the Economy, Strong Communities and Protecting the Vulnerable. For example, 'Growing the Economy', recognises the importance of job creation and improving housing supply to enable people to live and work locally. Delivering development where it is needed forms one of the goals of the Business Plan.

Background

3. Cabinet at its meeting on [30 April 2019](#) considered an update to the preparation of the Wiltshire Local Plan Review. A housing range (40,840 to 45,600 homes for the period 2016 to 2036), from which a preferred housing requirement would be identified for Wiltshire was endorsed; and alternative development strategies for distribution of growth as an appropriate basis for further assessment, including testing the upper end of the housing range, agreed. The minimum number in the range was set by the Government's standard method. The higher number is based on analysis using long term migration trends and forecasts suggesting that additional housing would be

needed to increase the level of resident workers to avoid net in-commuting (see Appendix 2, 30 April Cabinet paper).

4. This built on the Cabinet's agreement on [26 March 2019](#) (Wiltshire Local Plan Review Update paper) , that the identified four Housing Market Areas (HMAs), based around Chippenham, Salisbury, Swindon and Trowbridge would form an appropriate basis on which to consider the distribution of housing growth across Wiltshire.
5. In the case of the Swindon HMA, it was previously envisaged that cross-boundary working with Swindon Borough Council would necessitate publishing an informal Joint Spatial Framework. Changes in the way the Government now expect Councils to fulfil a 'statutory duty to co-operate' and in the way housing needs are assessed now no longer make that necessary.
6. The April 2019 Cabinet Report set out reasonable alternative development strategies for each HMA showing how housing and employment growth could be distributed based on different assumptions relating to economic, social and environmental factors. These each set out different scales of growth for assessment by HMA for each of their main towns (Principal Settlement and/or Market Towns, as defined in the Wiltshire Core Strategy) and wider rural area.
7. Following Cabinet, meetings were held with:
 - (i) representatives of relevant town and parish councils (and neighbourhood plan groups) on a town basis to consider the different growth options for each, as well as local priorities in planning for the period to 2036;
 - (ii) representatives of rural parish councils (and neighbourhood plan groups) to develop ideas about rural policies to support the resilience of Wiltshire's rural communities within the rural area (Local Service Centres, Large and Small Villages; as defined by the Wiltshire Core Strategy), including their role in providing for new homes;
 - (iii) developer's forum to consider site availability, delivery and viability issues, and provide the opportunity to comment on the alternative development strategies.
8. The outcomes of these informal consultations can be viewed via this [link](#). The intention was to continue the town-based discussions and agree place shaping priorities and scales of growth for places with relevant town and parish councils through the preparation of statements of common ground. However, while some discussions have continued, due to the COVID-19 situation this intention has not been achieved.
9. In [March 2020](#), Cabinet through approving a revised Local Development Scheme (LDS), agreed a revised timetable for the Local Plan Review to allow for an additional stage of public consultation during Summer 2020 on the emerging strategy. However, this was delayed due to the COVID-19 pandemic and the new timeline is reflected in the current LDS ([July 2020](#)), with consultation programmed around January 2021.

10. The additional stage of consultation enables the Council to build on the emerging evidence base and targeted engagement undertaken, as set out above, providing for full public engagement ahead of the draft Plan being finalised. It also allows for the Council to consult on the change to the scope of the plan due to the LDS making provision for a separate single-issue plan to address the housing needs of gypsies and travellers; which was the subject of a report to Cabinet on 13 October 2020.
11. As set out in that report, consultation on the Wiltshire Local Plan Review will be undertaken at the same time as consultation on the Gypsies and Travellers Plan.
12. The Government published its Planning for the Future White Paper proposals for reform of the planning system in August and separate proposals on changes to the current planning system, with consultation on both closing in October. The Planning White Paper proposals signal quite far reaching changes to the local plan process and content of local plans. Fundamental changes will likely require primary and secondary legislation and so both the content and timing of when changes will take into effect are unknown. Prospective changes do not however alter the need to progress the plan in order to plan positively for growth and shape our communities. Any such overhaul is likely to include transitional arrangements that will allow local plans in preparation to progress largely as currently envisaged. Changes could, however, mean an early review of the Plan. Officers will monitor changes in legislation or national policy as part of the plan making process.

Main Considerations for the Council

13. Testing of the alternative development strategies has now been completed and an emerging spatial strategy identified that distributes the higher level of growth across the County. This is set out in **Appendix 1**, Emerging Spatial Strategy. This involved the use of sustainability appraisal to compare the different strategies at HMA level. The appraisal helped to determine which performed best in sustainability terms and was used to inform strategy formulation. One alternative common to each HMA was rolling forward the existing strategy with each main settlement (and rural area) accommodating the same proportion of growth as the Wiltshire Core Strategy but using the up to date assessment of need for new homes and employment land.

Emerging Spatial Strategy

14. The alternative development strategies assessed for each HMA were considered by Cabinet in April 2019 and are summarised in Appendix 1, 'Emerging Spatial Strategy'. They take into account the results of public consultation. Changes to the Spatial Strategy are proposed that mean Wilton will have its own strategic housing requirement and no longer be planned for with Salisbury; and Bulford and Durrington will become Large Villages allowing for them to be planned for separately from Amesbury.

15. The Emerging Spatial Strategy document brings together the main findings of sustainability appraisal and a short assessment of whether its conclusions help to address climate change by supporting a sustainable pattern of development (e.g. by focussing growth at main settlements - Chippenham, Salisbury, Trowbridge and the market towns - to help reduce the need to travel and to make best use of existing infrastructure). It then identifies the proposed overall level of new homes and employment land for each main settlement and rural part of the HMA, over the plan period, together with what remains to be planned for once existing housing completions and commitments have been accounted for. In addition, targets for brownfield land are included for the towns to encourage new homes to be brought forward on such land.
16. The brownfield target forms one of the delivery principles proposed in the Spatial Strategy. The delivery principles seek to clarify the role of both Wiltshire Council through its Local Plan and Town and Parish Councils through their Neighbourhood Plans in planning for growth and include:
- *To maximise the use of previously developed land and support urban renewal where needed, each of the main settlements will have a target amount of new homes for its urban area.*
 - *The Council will allocate land for development through the Local Plan where it is necessary to do so. It will be necessary to do so to ensure the scale of the County's housing and employment needs are met and to ensure a supply of deliverable land. It will also do so where there are large or complex sites or where land for greenfield development crosses the boundaries of neighbourhood plan areas or into rural parishes that adjoin an urban area.*
 - *To support the Local Plan, each community will be encouraged to determine themselves where additional development take place by the preparation of a neighbourhood plan. A task for all neighbourhood plans will be to help manage the use of brownfield land for new uses and additional new homes.*
17. The Local Plan is required by national policy to set housing requirements for neighbourhood planning. For the towns, it is proposed that this takes the form of the brownfield target (rural areas are discussed in paragraph 22 below) to help maximise the use of brownfield sites, support place shaping and renewal of our towns; placing local communities at the heart of planning. This will require closer working between the Council and Town Councils to support the preparation of plans.
18. It is inherently difficult to predict with certainty how many new homes could be brought forward on brownfield sites, as these often come forward as windfall sites. As such, targets are proposed based on an analysis of past contributions from this source; which in some cases may be higher than the level of homes left to be planned for. Neighbourhood planning processes will be able to consider these targets and seek to positively identify deliverable sites in plans, which in turn will help reduce the need for greenfield sites in the future as well as providing contingency in housing supply across Wiltshire.

Planning for Wiltshire's main settlements

19. Alongside, the 'Emerging Spatial Strategy' document, 'Settlement Statements' have been prepared for each main settlement, which provide more detail about what the priorities are for a place in planning for the future and the choices for the location and form growth might take. Links are provided under **Appendix 2** to each of these. Within each statement are questions to encourage people to respond and help shape the basis on which policy will be formulated for the draft Local Plan. The statements include and seek comments on:

- (i) Proposed scale of growth for a settlement (2016 to 2036) - additional new homes and employment land as relevant, compared with current Wiltshire Core Strategy;
- (ii) Place shaping priorities to guide the development of a settlement (outcomes to be achieved for a place);
- (iii) Potential development sites on the edge of towns - the justification for these is set out in an accompanying Site Selection Report;
- (iv) Settlement profiles on important services and infrastructure that will need to be taken into consideration in planning for each place (education, energy, green infrastructure, health and transport), as well information on the local economy and housing needs that require addressing.

20. The Principal Settlements of Chippenham, Salisbury and Trowbridge will accommodate in excess of a third of all growth over the plan period. Given the important role of these communities in the Spatial Strategy and the important role of the Local Plan in identifying sites, preferred development sites have been identified for these places and comments are sought. For the other Market Towns, the site selection process has paused at the identification of sites considered to be reasonable alternatives and views invited on these. This will allow for communities themselves, where appropriate (see above delivery principles), to determine which sites may be acceptable for allocation through the preparation of neighbourhood plans.

Planning for the rural areas

21. The Spatial Strategy identifies the rural parts of Wiltshire outside of the main settlements as contributing around 6,700 new homes (15%) over the plan period. The Local Service Centres and Large Villages, as identified in the Wiltshire Core Strategy (including Bulford and Durrington, see paragraph 14 above), are identified as settlements which are best placed to support growth in the rural area as they contain jobs and businesses, and services and facilities providing for the needs of the communities they serve. It is vital that planning supports the role of these settlements and that they grow in ways that sustain them.

22. As experienced through the preparation of the Wiltshire Housing Site Allocations Plan, it is the local communities themselves that are often best able to determine how the smaller settlements should change through preparing neighbourhood plans. **Appendix 3** 'Empowering Rural Communities' sets out how the emerging Local Plan Review proposes to plan

for the rural areas. This takes into consideration the informative discussions that took place in the rural workshops last year. In summary, it:

- (i) Aims to set a framework to support neighbourhood planning to address local housing needs through an amended Core Policy 44 'Rural Exception Sites and Community Led Housing';
- (ii) Clarifies that guidance to support the implementation of policy, and a digitally enabled approach to rural housing needs surveys would be prepared that enables local market as well as affordable housing needs to be captured;
- (iii) Sets out housing requirements for each Local Service Centre and Large Village to help guide neighbourhood plans;
- (iv) Proposes that for small villages: there will be a 'zero' requirement due to Small Villages not having such a strategic role as the other rural settlements; infill can continue to come forward and/or rural exception sites be identified where there is local evidence of need; and
- (v) Suggests that other settlements could be designated as Small Villages or an existing Small Village un-designated where appropriate through the preparation of a neighbourhood plan.

Climate change and reversing biodiversity loss

23. In the light of the Council's acknowledgement of a climate emergency, the opportunity should be taken through the informal consultation to test our thinking and further develop our evidence to inform policies in the draft Plan. Five linked key policy themes, in addition to the Spatial Strategy, that will help support the Plan's objective in respect of adapting to and mitigating climate change have been identified:

- tackling flood risk and water management;
- enhancing green/blue infrastructure and biodiversity;
- delivering sustainable design and construction;
- encouraging sustainable, renewable energy generation and management; and
- promoting sustainable transport, active travel and improving air quality.

24. It is proposed that the consultation builds on these themes and asks people to help us develop what we already know about the social, economic and environmental challenges facing Wiltshire in terms of a changing climate - e.g. understanding the viability of carbon neutral new development; delivering a decarbonised and sustainable energy strategy; tackling retrofitting of existing building stock; creating and sustaining a 'green economy'; reversing biodiversity loss. **Appendix 4** 'Addressing climate change and biodiversity net gain through the Local Plan - raising the ambition' sets out the approach to consultation on these key themes. It considers the effectiveness of the existing Core Strategy policies that relate to climate change adaptation and mitigation. It also reflects on the work of the Global Warming and Climate Emergency Scrutiny Task Group.

25. The document concludes with a series of policy recommendations, based upon the five interlinked themes for tackling climate change and biodiversity loss along with consultation questions.

Evidence documents

26. The Council is also working on evidence base studies that inform development of policies in the Local Plan, which where complete will also be made available for comment during the consultation. They include the Wiltshire Retail and Town Centre Study 2020 (Avison Young), which will inform revised town centre and retail policies in the Local Plan (and form the basis for replacing the dated policies within the former district local plans) and makes recommendations for development management policies.

Consultation Arrangements

27. Subject to Cabinet approval, preparations will be made to finalise and publish the consultation material. Consultation will be undertaken for a period of at least six weeks in accordance with the Council's Statement of Community Involvement and statutory requirements. In line with the [July 2020](#) LDS, this is proposed to commence in January 2021. However, due to the escalating COVID-19 situation the start date will need to be kept under review with the final decision made under delegated authority. Any change to the start will also affect the start of the consultation on the Gypsies and Travellers Plan considered by Cabinet on 13 October 2020. As part of the consultation the following arrangements will be put in place:

- (i) Letter or email to consultees on the spatial planning consultation database, providing notification of the consultation;
- (ii) Publication of a notice in local newspapers to cover Wiltshire;
- (iii) Online publication of all consultation documents on the Council's website including consultation portal;
- (iv) An item about the consultation in the Parish/Town Council email Newsletter;
- (v) Publication of a notice on 'Our Community Matters' websites;
- (vi) Notification of the consultation to be distributed through Community Area Board networks leading up to and during the consultation period as necessary;
- (vii) Promotion via established social media channels to advertise and advise about the consultation;
- (viii) Hosted online event(s) for interested parties within the community and other stakeholders;

- (ix) Discussions with relevant authorities on cross boundary strategic planning matters.

28. In the light of COVID-19, consistent with the Council's Statement of Community Involvement Temporary Arrangements, Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020 and Planning Practice Guidance the consultation material will not be displayed at Council offices and libraries in the interest of public safety. Bespoke measures will be put in place for anyone unable to access the online consultation documents.

29. In addition to the documents outlined above the Interim Sustainability Appraisal Report will be published as part of the consultation documents, as well as an initial informal screening opinion in relation to the Habitats Regulations Assessment.

Next Steps

30. All representations received will then need to be considered in preparing the draft Plan; once the draft Plan is prepared further consultation will be undertaken (Regulation 19 Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) stage). This is programmed in the LDS to commence Quarter 4 2021. It is proposed that a report summarising the main issues is presented to Cabinet following the close of the consultation.

Overview and Scrutiny Engagement

31. Overview and Scrutiny has not been formally engaged in the proposals in this report. However, the recommendations of the Global Warming and Climate Emergency Scrutiny Task Group will be taken into consideration in the preparation of the draft Plan.

Safeguarding Implications

32. There are no safeguarding implications arising directly from the proposal.

Public Health Implications

33. Planning for sustainable development to meet the employment, housing and infrastructure needs of communities helps foster their wellbeing. Well planned development and good place shaping supports health and wellbeing of local communities, for example, through the provision of green infrastructure and infrastructure to encourage active travel (walking and cycling). Maintaining up to date policy for Wiltshire supports the timely delivery of social infrastructure to improve resilience of local communities.

Procurement Implications

34. There are no direct procurement implications relating to the proposals in the report. However, the development of the draft Local Plan will need to be supported by appropriate evidence which may need to be procured (see

financial implications below). Any future procurement will be undertaken in line with corporate procedures.

Equalities Impact of the Proposal

35. The Council is subject to a public sector equality duty introduced by the Equality Act 2010. Consultation will be carried out in accordance with the Council's adopted Statement of Community Involvement and associated Temporary Arrangements that are in place in the light of the COVID-19 situation. This takes an inclusive approach to consultation ensuring that everyone can be involved.
36. An Equality Impact Assessment will be carried out alongside the preparation of the Plan and will accompany the draft Plan when it is submitted to the Secretary of State for examination.

Environmental and Climate Change Considerations

37. In developing the Plan regard will continue to be given to the Wiltshire Council Climate Change motion (26 February 2019), as part of policy and proposal formulation. To be legally compliant, the Plan must include policies designed to ensure that the development and use of land in the local planning authority area contributes to the mitigation of, and adaptation to, climate change¹.
38. Sustainability Appraisal and Habitats Regulations Assessment form an integral part of the plan making process. These help to ensure negative environmental impacts are avoided, and policies and proposals deliver development in a sustainable manner.

Risks that may arise if the proposed decision and related work is not taken

39. The principal risk is that progress is not made with developing an up to date Local Plan for Wiltshire, which will support plan led growth in the County and provide a framework for neighbourhood plans to be prepared. The Government expects all local planning authorities to have an up to date plan in place by 2023. If this is not done, the Council will be at risk of unplanned development on an ad hoc basis determined by the Secretary of State through planning appeals.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

40. Sections of communities may be concerned about new development taking place near to where they live. This is being mitigated by working with the Council's Communications Team to design the consultation material and enable effective communication and engagement during the preparation of the plan.

¹ [Section 182 of the Planning Act 2008](#) [section 19 of the Planning and Compulsory Purchase Act 2004](#).

41. There could be some confusion about how the consultation relates to the Government's reforms to the planning system and what the implications are for the Local Plan Review. There is also a risk that the outcome of the consultation on the standard methodology for housing could mean that the overall level of growth being planned for needs to increase, which may have implications for the timing of the Plan as well as the proposed distribution of growth. This may mean higher figures for main settlements or the consideration of a new settlement and may require further consultation to be undertaken. Should additional sites be needed these can be drawn from the sites being tested through the consultation.
42. Officers will need to monitor changes in legislation or national policy as part of the plan making process.

Financial Implications

43. The financial implications associated with undertaking the consultation will be met from 2020/2021 Spatial Planning budget. Aligning the consultation with that for the Gypsies and Travellers Plan will help minimise costs overall.
44. It is anticipated that new evidence will be required to support the evolving Plan (e.g. viability assessment, transport assessments) and the Plan will need to be progressed through subsequent stages of preparation including examination. While as far as possible this will be developed using technical expertise of officers within the Council there will be the need to procure support from external sources where this is not possible to ensure timely delivery of the Plan. Provision will be made for this in the 2021/2022 and 2022/2023 Spatial Planning base revenue budgets.

Legal Implications

45. The Council has a statutory duty to prepare and maintain a Local Plan for Wiltshire (referred to in legislation as development plan documents), for which the process is set out in Planning and Compulsory Purchase Act 2004 (as amended) and Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
46. This consultation is an additional stage of consultation undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Council must carry out this engagement in accordance with its Statement of Community Involvement and related Temporary Arrangements that are in place in the light of the COVID-19 situation. Further, section 33A of the Planning and Compulsory Purchase Act 2004 (as amended) requires the Council to cooperate with neighbouring authorities and other bodies constructively, actively and on an on-going basis to address any strategic cross boundary issues associated with the Plan.
47. Once adopted, the Plan will form part of the statutory development plan for the area and be used as such for determining relevant planning applications across Wiltshire.

Workforce Implications

48. Preparation and implementation of the Wiltshire Local Plan Review has workforce implications across the Council, as well as the Spatial Planning service. For example, specialist input from other services is required in relation to site proposals and policy development, as well as from legal due to the statutory nature of the process and communications in relation to preparing for consultations. Subject to ongoing support in relation to COVID-19, Community Engagement Managers may also have an important role in supporting the consultation. Staff will need to be prioritised to work on the plan as the need arises.

Options Considered

49. The options open to the Council are limited as Wiltshire Council is legally required to maintain up to date planning policies for the county, and progress should continue to be made in line with the commitment in the Council's Local Development Scheme.

50. As the proposals in the Planning White Paper are uncertain at this stage and could take several years to be in place due to the legislative change required it is considered necessary to continue progressing the plan as currently programmed.

Conclusions

51. The proposed consultation will enable the views of the local community and other stakeholders to be taken into account on important elements of the Local Plan.

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Date of report:

19 November 2020

Appendices

Appendix 1: Wiltshire Local Plan Review - Emerging Spatial Strategy

Appendix 2: Wiltshire Local Plan Review - Settlement Statements & Site Selection Reports

Appendix 3: Wiltshire Local Plan Review - Empowering Rural Communities

Appendix 4: Addressing climate change and biodiversity net gain through the Local Plan - raising the ambition

Background Papers

None

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Emerging Spatial Strategy

Introduction

- 1.1 Forecasts predict Wiltshire will need between 40,840 and 45,630 new homes over the plan period of 2016 to 2036¹. The Government, however, is reviewing the method local planning authorities must use to assess the need for new homes so this could change. Other forecasts estimate an additional 26 hectares of land will be needed for business and jobs. The Local Plan must accommodate these scales of growth.
- 1.2 The spatial strategy, the pattern of development, distributes these scales of growth around the county. It is expressed in terms of the amount of new homes and land for employment that each main settlement should accommodate.

Main Settlements		
<p>A hierarchy of settlements is set out in the Wiltshire Core Strategy (Core Policy 1). Each level's settlements have a particular role. The levels are; Principal Settlements, Market Towns, Local Service Centres, Large Villages and Small Villages. 'Main settlements' refers to Principal Settlements and Market Towns.</p> <p>The hierarchy will not change as part of the review, but Small Villages will be considered 'non-strategic'. This means neighbourhood plans may reclassify such settlements or add new villages depending upon the evidence of local circumstance².</p>		
Principal Settlements	Chippenham Salisbury Trowbridge	These are the primary focus for development and will provide significant levels of jobs and homes
Market Towns	Amesbury ³ Bradford-on-Avon Calne Corsham Devizes Malmesbury Marlborough Melksham Royal Wootton Bassett	Market towns have the potential for significant development that will increase the number of jobs and homes to help sustain/ enhance services and facilities and promote self-containment and sustainable communities

¹ 40,840 homes being the minimum required by Government using its current standard method. The Government has stated an intention to review its methodology. Source: Swindon Borough and Wiltshire Council Local Housing Needs Assessment 2019, ORS, (Apr 2019).

² 'Empowering Rural Communities', a consultation accompanying this one, explains in more detail the role of rural settlements: Local Service Centres, Large and Small Villages

³ Taking into account consultation responses, it is proposed that Amesbury will no longer be linked with Bulford and Durrington for the purposes of the spatial strategy. Further information is provided in the Amesbury Settlement Statement.

Tidworth and Ludgershall Warminster Westbury	
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- 1.3 Outside of the main settlements, the focus will continue to be on protecting the countryside and only development that can meet local needs. A separate paper ('Empowering Rural Communities') looks at how schemes to meet local needs can be built more easily and what should be planned for at rural settlements.
- 1.4 Creating one or more new settlements has also been considered, specifically for the Chippenham and Salisbury areas, which are discussed later in this document.

Growth and climate change

- 2.1 Addressing climate change is already a Local Plan objective⁴. A sustainable pattern of development and how growth is distributed appropriately continues to be an important means to help address climate change. The aim is to focus growth on the main settlements and the largest of these, Chippenham, Salisbury and Trowbridge, in particular. The box below outlines some of the positive outcomes that can be achieved.

Climate change outcomes

Focusing new development within the County's main settlements reduces carbon in different ways. It will:

- make best use of existing infrastructure, such as energy networks, public buildings, services and local transport networks, reducing the need for additional infrastructure that would create more carbon;
- better support existing businesses by growing local spending and supply chains. In particular, it can help each town centre to continue serving its local community;
- reduce the need to travel, and travel by the private car in particular, by providing jobs, facilities and services locally and support active means of travel such as walking and cycling; and
- provide opportunities on a scale to design new neighbourhoods for renewable energy supply, alternatives to the private car and more energy efficient new buildings - opportunities that are likely to be more difficult to realise in rural areas.

⁴ Wiltshire Core Strategy (2015) Strategic Objective 2: Addressing Climate Change. The policies of the current Core Strategy that seek to achieve Strategic Objective 2 tackle various themes including: renewable energy generation, improving the energy performance of new buildings, sustainable construction, tackling flood risk, delivering green infrastructure and sustainable transport. These themes and initiatives to tackle climate change will be reviewed and incorporated into the new Local Plan..

- 2.2 A large proportion of Wiltshire residents live in the countryside and smaller rural settlements. On a smaller scale, growth to meet local needs can also facilitate carbon reduction in similar if more modest ways. Rural settlements can provide several vital everyday local services. Affordable homes are needed for local people and planning must help support rural jobs. With much smaller scales of development, by supporting initiatives to meet local needs, maintaining the role of villages also helps to deliver a sustainable pattern of development.

In February 2019 the Council resolved to acknowledge a climate emergency and to seek to make the county carbon neutral by 2030. A Climate Emergency Task Group was set up to gather evidence and come up with recommendations on achieving net zero. A commitment was also made to make the council carbon neutral by 2030.

A new climate strategy is being prepared to enable the Council to meet these commitments, but carbon reduction is already an integral theme of the Local Plan.

- 2.3 The Local Plan Review will play a key role in helping to deliver not only the Council's carbon reduction aspiration, but also achieving compliance with legislation and national planning policy expectations regarding climate change.

Delivering the spatial strategy

- 2.4 The spatial strategy focuses on the different long-term roles of settlements and apportioning growth accordingly. An implication of growth is the loss of countryside to new development as settlements expand. But maximising development that re-uses previously developed land and limits the loss of countryside wherever possible remains a priority.
- 2.5 COVID-19 is having serious economic impacts. It is also changing the way we look at our surroundings, changing our behaviour and, longer term, how we manage our environment.
- 2.6 The impacts of COVID-19 are renewing our attention on how well our existing urban areas function. There are immediate lessons for designing space for recreation and exercise and creating the right environment to encourage people to walk and cycle. Other impacts may be less obvious or are uncertain.
- 2.7 The role of town centres as places to buy and sell goods has been challenged increasingly by the rise of online retailing and online services over recent years. The impact of COVID-19, in terms of lockdown and temporary special measures, has exacerbated this trend. And yet, the demand for goods and services has not diminished⁵.

⁵ The Council has commissioned a Town Centre and Retail Study. It is clear from this work that Wiltshire's town centres remain largely vibrant but are needing to evolve and adapt to changing retail habits and this is largely due to the impact of COVID-19. Looking ahead, policies for retail, town centres and district/local centres will need to be flexible and

- 2.8 The impact of COVID-19 is also likely to increase home working permanently, reducing net out commuting to other settlements and boosting local demand for many goods and services. This may create opportunities to reconsider how we use town centres.
- 2.9 A distribution of growth needs to be delivered with these and other factors in mind to ensure each community has an appropriate planning framework.
- 2.10 The Local Plan Review sets the strategic context for neighbourhood planning. It has its most direct relationships with neighbourhood plans for main settlements – since they are the focus for growth. This will require closer working between the Council and Town Councils to support the preparation of each authority’s plans. A set of ‘place shaping priorities’ will guide how and where development will take place and what distinct priorities there are to manage change in the local environment. They will be agreed with the relevant Town and Parish Councils.
- 2.11 The Local Plan Review is required to set housing requirements for the plan period for each main settlement’s area designation for neighbourhood planning. As land within main settlements is mostly built up, a requirement translates to a brownfield target. A target helps to maximise these opportunities and can reduce pressures to build on greenfield land.
- 2.12 For those neighbourhood plans at main settlements being reviewed or prepared in tandem with the Local Plan Review, it may be possible to reduce the amount of greenfield land we need to plan for. Future neighbourhood plans and reviews can reduce the amount of greenfield land needed in the next review of the Local Plan.
- 2.13 From the scales of growth at each settlement set in the spatial strategy, planning policies and proposals will be developed following these principles:

responsive to market signals. In addition, with the changes to permitted development rights and the Use Classes Order, it is likely that town centres may well be appropriate for a range of uses, including residential, leisure and education, as well as pop-up markets to increase footfall and thereby sustain a long-term role for the traditional high street.

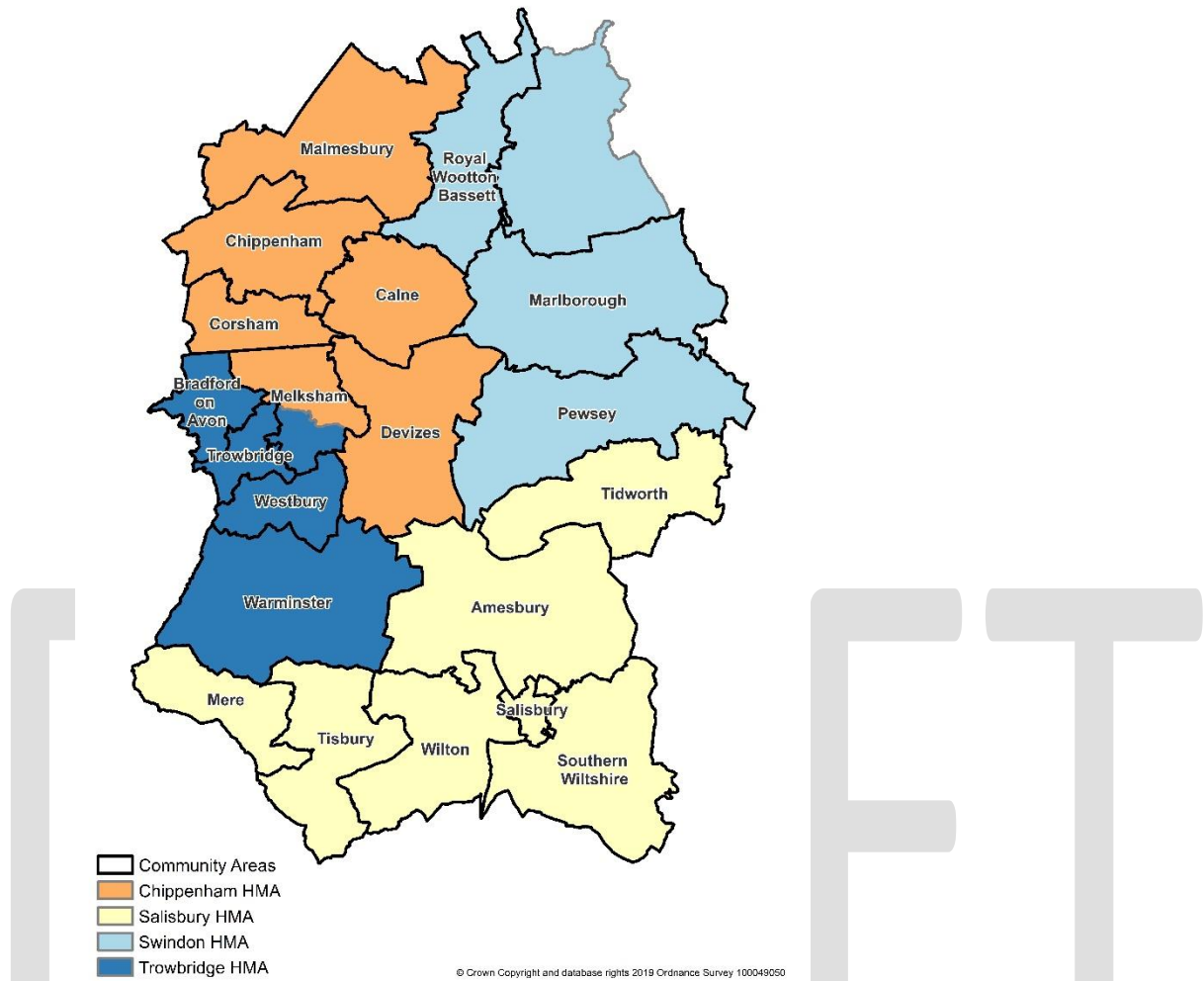
Delivery Principles

1. Each main settlement will have a set of 'place shaping priorities' to guide how and where development will take place and what distinct priorities there may be to manage change in the local environment. They will be agreed between the Council and the relevant Town and Parish Councils.
2. To maximise the use of previously developed land and support urban renewal where needed, each of the main settlements will have a target amount of new homes that will need to be planned for within its urban area.
3. The Council will allocate land for development through the Local Plan where it is necessary to do so. It will be necessary to do so to ensure the scale of the County's housing and employment needs are met and to ensure a supply of deliverable land. It will also do so where there are large or complex sites or where land for greenfield development crosses the boundaries of neighbourhood plans or into rural parishes that adjoin an urban area.
4. To support the Local Plan, each community will be encouraged to determine themselves where additional development takes place by the preparation of a neighbourhood plan. A task for all neighbourhood plans will be to help manage the use of brownfield land for new uses and for additional homes
5. Where there are large greenfield sites, the Council may phase their construction to ensure a priority is maintained on brownfield land and to ensure the coordination of all the infrastructure necessary to support such growth.

Formulating the spatial strategy

Housing Market Areas

- 2.14 The Council has tested different distributions of growth to see which are best. To do so, the County has been subdivided into four different Housing Market Areas (HMAs). They are shown below:



2.15 HMAs are areas within which the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents.

2.16 Needs vary around the County. There would not be a sustainable pattern of development if most building took place in the south of the county but most need was in the north.

2.17 Housing need has been calculated in two ways, providing a minimum and a higher figure. The lower figure in the range of housing need assessed by the Council represents the minimum that results from using a national standard method (Standard Method). A Local Housing Need Assessment (LHNA) of new homes needed takes account of longer term migration and economic forecasts and produces the upper range result. This takes into consideration where there is the need to provide homes to support jobs and avoid net in-commuting. An upper figure would also be the basis of building in contingency. The housing need for each of the housing market areas using both the lower and upper figures are as follows:

Housing market area	Standard Method (Additional dwellings 2016-2036)	Local Housing Need Assessment (Additional dwellings 2016- 2036)
Chippenham	17,410	20,400
Salisbury	10,470	10,975
Swindon (the Wiltshire part)	2,935	3,255
Trowbridge	10,020	11,000

2.18 Studies of employment needs for the plan period resulted in a forecast requirement to plan for an additional 26ha of land for business⁶. There already is a large supply of land available to meet business needs across the County. Based on the same housing market areas, the need for additional land is as distributed as follows (this is the same for both lower and higher options):

Housing market area	Employment Land Requirements (Hectares 2016-2036)
Chippenham	9
Salisbury	10
Swindon (the Wiltshire part)	6
Trowbridge	1

Alternative Development Strategies

2.19 As a review of the Wiltshire Core Strategy, the starting point for the Local Plan is to continue the current distribution of growth within each of the four HMAs and then look at where changes may be needed. Envisaging what effects there may be from taking forward the current strategy, the Council has examined:

- the risks of unacceptable environmental impacts;
- comparisons with social and economic factors (such as employment projections); and
- deliverability.

2.20 The results of earlier public consultation also help to highlight where alternatives may need to be considered, in terms of new issues and opportunities. Possible alternatives are also influenced by the capacity of local infrastructure and what is necessary to

⁶ The Swindon and Wiltshire Functional Economic Market Assessment, Hardisty Jones Associates, identified functional market areas within the two authorities and forecast employment land needs. An Employment Land Review, Hardisty Jones Associates, reviewed the existing supply of land and premises.

support new development. For example, in relation to Chippenham, transport was raised frequently as a topic, generally as a constraint to growth, pointing to the need for investment in infrastructure alongside delivery of homes and jobs. Poor air quality was seen as an issue and a constraint for Devizes and other settlements.

- 2.21 The Council developed and then tested at least three alternative development strategies for each housing market area. The process of formulating these alternative development strategies is explained in full in a series of separate documents⁷.

Sustainability Appraisal

- 2.22 This is a legal requirement for all development plans. It helps to determine which alternatives perform best in sustainability terms and helps inform strategy formulation.

- 2.23 The alternative development strategies were assessed and compared using sustainability appraisal, both at the lower end of the range (Standard Method) and higher (Local Housing Needs Assessment).

- 2.24 A separate interim sustainability appraisal document reports the results in detail and the spatial strategy that has emerged is informed by this process⁸. The sustainability appraisal assessment of the alternative development strategies concludes that there are no adverse effects of such significance that would prevent the higher figure being progressed⁹. A higher level would be more robust when planning for the longer term and does more to meet national and local needs for more homes. This higher level has therefore been taken forward as the basis for further work developing the spatial strategy.

Emerging Spatial Strategy

Introduction

- 3.1 The alternative development strategies tested for each housing market area are summarised below. There then follows the main findings of comparing them using sustainability appraisal. This leads to conclusions on the most appropriate scales of growth at each main settlement and the rural area. A short assessment is provided of whether these conclusions support climate change outcomes. Based on this discussion, an emerging strategy is summarised alongside how it might be taken forward using the delivery principles described above.
- 3.2 The method and therefore the results of strategy formulation revolve around high level judgements about long term growth. The obvious question and a central one for this consultation is whether those judgements are appropriate and reasonable. This in turn is influenced a lot by more detailed consideration of where and in what form growth might take shape and how it might help meet each community's local, place shaping priorities. This document therefore needs to be read alongside the 'settlement

⁷ Document referend to be inserted

⁸ Document reference to be inserted

⁹ For the higher growth strategies, there may be more significant adverse environmental impacts at certain more constrained settlements. The slightly higher level of growth at those settlements is still relatively modest such that mitigation measures would sufficiently reduce any adverse effects.

statements' that pick up those more detailed aspects for each main settlement; what are the priorities for the future and what are the choices for the location and form growth might take? In short, the top down meets the bottom up and each influences the other.

- 3.3 The great majority of growth is proposed at the County's three Principal Settlements. This continues the approach of the current Wiltshire Core Strategy. As their position is so central, to examine whether this remains appropriate and feasible, settlement statements for Chippenham, Salisbury and Trowbridge specify preferred sites for where development may take place.
- 3.4 At Market Towns, preferred sites have not been selected. Instead, their settlement statements present sites considered to be the reasonable alternatives at each place. Views are invited on the most appropriate to allocate. Generally, only a small number of sites will need to be allocated. They may be selected by local communities if they are progressing or reviewing a neighbourhood plan. In other places, it will be the role of the Local Plan Review. (See the 'delivery principles' above)
- 3.5 The spatial strategy is expressed in terms of the amount of new homes and land for employment that each main settlement and rural part of a Housing Market Area should accommodate over the plan period, 2016 to 2036.
- 3.6 The rural part of the strategy, and the role of rural settlements, is discussed in some more detail in an accompanying consultation document 'Empowering Rural Communities'.

Additional homes 2016-2036

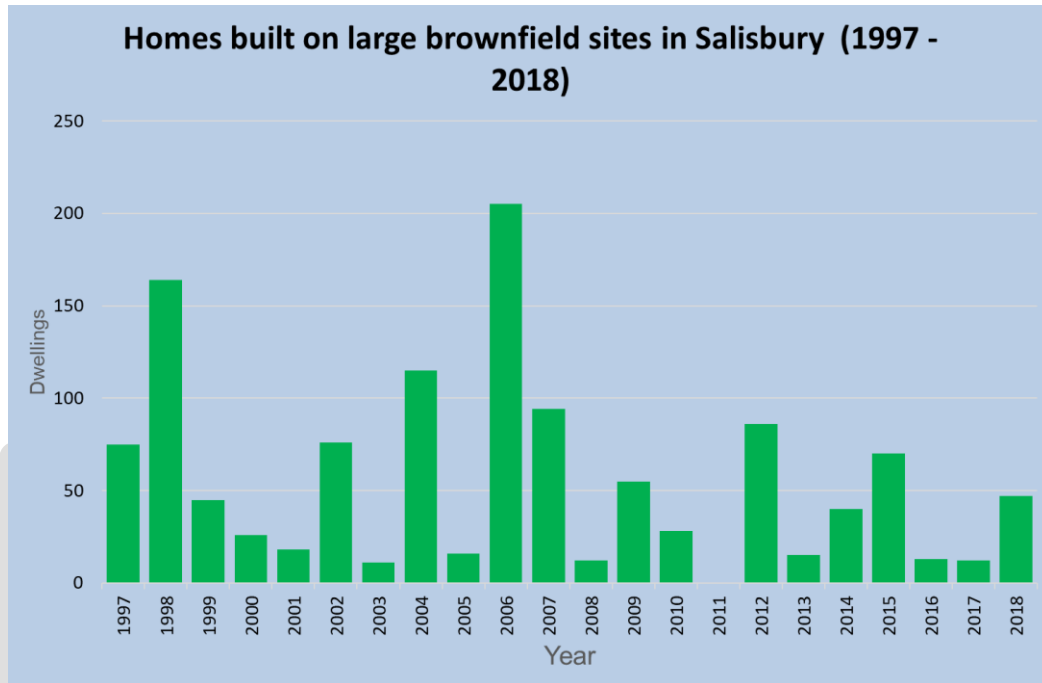
- 3.7 Alongside the number of new homes presented in the spatial strategy, figures are provided on the:
 - (i) 'Residual requirement' - how many new homes are left to be planned for once completions and commitments have been taken off the overall requirement;
 - (ii) Current scale of growth planned in the Wiltshire Core Strategy (2006 to 2026), which is provided as a benchmark; and a
 - (iii) 'Brownfield target' – a separate indicative target for the number of new homes to be met from previously developed land

Brownfield development

- 3.8 Following the delivery principles set out above, the strategy includes a possible brownfield target for each settlement; an indicative number of new homes to be built over the period 2021-2031 using previously developed land, which will form the basis for a housing requirement for neighbourhood plans¹⁰.
- 3.9 The brownfield target is derived from a 'windfall' allowance for Wiltshire used in the housing land supply. This represents anticipated future delivery from brownfield sites which are not allocated in the development plan (in accordance with the NPPF). It is calculated using a long-term assessment of the rate at which this type of development has come forward in Wiltshire. Although, a minor contribution is made by small

¹⁰ Paragraph 65, NPPF, MHCLG (Feb 2019)

'windfall' sites which tends to remain consistent over the years, large sites¹¹ are more infrequent and can be much harder to predict. An example is Salisbury below:



- 3.10 The graph shows marked differences from year to year. Development plans cannot be expected to identify all the land necessary to meet each target at the outset. It is important to recognise that sustaining this overall contribution from brownfield land is a target and not a requirement. An approach needs to be flexible and correspond with the fluctuations in supply. Successive reviews of plans can work together towards maximising the potential.
- 3.11 The Local Plan may therefore set a brownfield target for the next ten years of the plan period 2021-2031 for each main settlement¹² not the whole plan period. The next review of the Local Plan can review a target for the remainder of the plan period to 2036.
- 3.12 The amount of greenfield land needing to be identified for development will depend upon the brownfield land that can be relied upon, which is land identified in neighbourhood plans or other allocations and planning permissions. It is not possible to assume each target will be met and just a target amount cannot count toward the land we need to plan for. Indeed, a target, on paper, could exceed the number of new homes remaining to be planned for, but without certainty as to its deliverability it cannot be counted upon.
- 3.13 National planning policy has a particular emphasis upon 'deliverable housing sites¹³'. The Council is required to identify and sustain a constant supply of deliverable land for housing development throughout the plan period. The more definite opportunities there are identified on brownfield land, the larger will be a supply of deliverable housing

¹¹ These are sites of ten or more net dwellings

¹² This target will be the neighbourhood plan area designation housing requirement

¹³ See the glossary of terms in NPPF, MHCLG (Feb 2019). To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

sites. As a source of supply, opportunities identified on brownfield sites, offer a wider choice of homes, but, importantly, they are a contingency that boosts the supply of deliverable housing sites; part of the supply of deliverable land the Council is required to maintain. The local community, landowners and developers, and in particular neighbourhood planning, all have a central role to play in identifying these.

- 3.14 Appendix One describes the purpose of the proposed brownfield land targets in more detail and views are invited on the approach.

Residual requirement

- 3.15 A 'residual requirement' is the amount of new homes that still need to be planned for at each main settlement and in the rural area of each HMA once new homes built, planning permissions and other commitments have been taken off. Planning permissions that have been granted but have not yet been built can be deducted from the overall requirement. Similarly, land is already allocated in current local and neighbourhood plans, and this contribution is also deducted. The spatial strategy also covers the period commencing in 2016, so a number of homes have already been built. They too can be deducted. The result is the residual requirement, and this helps us understand how many additional new homes on greenfield sites we should aim to plan for.
- 3.16 Again, it is important to note that the brownfield housing target has not been deducted. Homes from previously developed land ideally should be identified by having planning permission or by being allocated in a plan.

Additional employment land 2016 -2036

- 3.17 The Wiltshire Core Strategy identified and allocated a significant supply of land for employment needs. The scale of supply far exceeded forecast need in order to provide a good choice of sites and flexibility.
- 3.18 The Council has reviewed existing employment land supply alongside the forecasts it has received. Taking account of forecast rates of take up and demand, the current pool of land for industry and office uses generally continues to meet anticipated needs.
- 3.19 There are therefore no requirements set for most settlements. Instead, work has identified where there may be particular needs or where it would complement planned growth. These are each described where they arise along with brief reasons why.
- 3.20 A focus of the planning framework is to support economic recovery from the impacts of COVID-19. Planning controls will therefore need to be less prescriptive and be more flexible in the face of current additional uncertainty.

Transport

- 3.21 The transport effects of the emerging strategy have been independently assessed.
- 3.22 Scales of growth proposed across the County, at all the main settlements and the rural area, have been considered together for their effects on the transport network. Preferred locations for growth have, however, been identified at Chippenham, Salisbury and Trowbridge, where the great bulk of additional development is intended, and so the impacts of these proposals have already been looked at in more detail.
- 3.23 A wide variety of measures will be proposed at each of these Principal Settlements to encourage a change from car travel to more sustainable modes. However, this work

also shows how the scale and pattern of growth will affect the road network and what investment might be needed over the plan period.

- 3.24 The work identifies where and how transport strategies will need to be amended and what new infrastructure may be necessary in order to accommodate planned growth over the plan period
- 3.25 Transport factors can then properly influence the choice of an appropriate scale of growth at each settlement and the emerging spatial strategy as a whole.

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Chippenham Housing Market Area

Alternative Development Strategies

3.26 The following alternative development strategies were tested through Sustainability Appraisal:

Chippenham Housing Market Area - Alternative Strategies
<p><i>Chippenham A (CH-A) - Roll forward the core strategy pattern of distribution</i></p> <p>Housing and employment land requirements are increased and distributed pro-rata to roll forward the current strategy.</p> <p>New employment allocations proposed only at Calne, Corsham and Melksham.</p>
<p><i>Chippenham B (CH-B) - Chippenham Expanded Community</i></p> <p>More constrained settlements (Corsham, Calne, Devizes and Malmesbury) and Melksham continue at Core Strategy rates of housing growth. Rest of the HMA at a scale equivalent to rolling forward the strategy. Chippenham receives the balance (from about 6,400 homes in CH-A to about 9,800 homes).</p> <p>New employment allocations proposed only at Chippenham and Calne</p>
<p><i>Chippenham C (CH-C) - Melksham Focus</i></p> <p>Housing requirements based on economic forecast for Melksham and follow a recent track record of sustained economic growth (for housing this means from about 3,200 homes in CH-A to about 4,000 homes). Higher rates are also proposed in the rest of the HMA. The strategy diverts the scale of new housing away from the main settlements that are more environmentally constrained or sensitive (Calne, Corsham, Devizes and Malmesbury).</p> <p>The rate of development at Chippenham represents a mid-point between rolling forward the current strategy uncapped, and a higher growth option (CH-B)</p> <p>New employment land proposed only at Melksham and Corsham.</p>

- 3.27 Of all the HMAs, the Chippenham HMA is forecast to have by far the largest additional housing need over the plan period. There may, as result, be significant challenges delivering new homes, but it was not felt necessary at this stage to consider accommodating growth by proposing a new freestanding settlement. Firstly, the existing set of main settlements appear capable of providing sufficient capacity even at the higher end of the range of forecast need. Secondly there are no locations being promoted currently as propositions to create a new settlement, either private or publicly resourced, and it would not be reasonable to assume this avenue was readily available. Thirdly, it is doubtful how much they would be able to contribute to meeting housing need in the plan period. New settlements can have lengthy lead in times before construction commences.
- 3.28 Given the aim of a sustainable pattern of development, diverting unmet need to other parts of the County or potentially neighbouring authority areas was also not pursued. It was felt important to meet needs for new homes where needs arise.

Conclusions from Sustainability Appraisal

- 3.29 The emerging strategy is not a choice of one of the alternatives tested. It assimilates the results of the sustainability appraisal.
- 3.30 Of the alternatives, the Chippenham Expanded Community performed clearly best in sustainability terms (as in CH-B). An emerging strategy therefore has a strong focus on growth at Chippenham.
- 3.31 Appraisal, however, also recognised the potential for growth at Melksham. Higher growth here has also been seen as a means to help deliver road infrastructure during discussions with the Town Council. In this regard, the Government has announced funding support to progress an A350 Melksham bypass. A preferred scale of development is therefore the higher of the range tested at Melksham (as in CH-C).
- 3.32 A similar situation to Melksham arises at Calne, but to a much more modest degree and with less certainty. A slightly higher scale of development than that in alternative CH-B would be predicated on this increase being necessary to help provide transport solutions to alleviate issues such as traffic congestion and local air quality in the town centre. Discussions with the Town Council continue as to what these solutions could be.
- 3.33 The results of sustainability appraisal identified the level of environmental constraints at other main settlements within the HMA (Corsham, Devizes and Malmesbury) should lead to a smaller proportion of growth if possible. The central focus on Chippenham and Melksham provides scope to do this and growth is reduced from that in alternative CH-B.
- 3.34 Outside the main settlements, the increased level of housing need is translated directly into an increase in housing requirements at rural settlements. The result is a scale of growth equivalent to past rates of housing development.
- 3.35 Sustainability appraisal considered requirements for an additional 9ha of employment land in the Chippenham HMA over the plan period (up to 2036). The most appropriate locations for growth focussed similarly on the less constrained settlements (Calne, Chippenham and Melksham) identified by sustainability appraisal. For Chippenham, this should be seen in the context of the increase in housing forecast over the plan period. At Calne, this recognises a need to address concerns about job growth corresponding to the recent increase in new homes being built at the town. Melksham is similarly less constrained than other settlements, but the evidence from the Employment Land Review suggests a plentiful supply of brownfield land that should be considered for employment in the short-term.

Climate Change Outcomes

- 3.36 The scale of housing needed for the Chippenham HMA is forecast to increase sharply. This is a challenge in terms of carbon production and climate change.
- 3.37 A focus on Chippenham provides opportunities on a scale to design new neighbourhoods which incorporate renewable energy production, alternatives to the private car and more energy efficient new buildings. It can make best use of existing infrastructure, such as energy networks, public buildings, services and local transport networks. Employment evidence points to substantial interest and good prospects for

the town's economy to grow and growing local spending will help. In particular, it can help the town centre to serve its local community by boosting catchment spending. Based around a town, where there are higher levels of facilities, shops and services, including public transport, can help to reduce the need to travel, and to travel by the private car in particular, especially if it is accompanied by measures aimed at improving walking and cycling.

- 3.38 The scale of growth however increases the likelihood that it will need to be accommodated as a large urban extension. This scale would allow opportunities to introduce important carbon reduction measures and efficiencies impractical or unviable on smaller sites.
- 3.39 The same might be said to a lesser extent by a focus on Melksham. Transport, however, is a main carbon generator in the County and combining growth with investment in transport, a Melksham by-pass, could be seen as encouraging greater use of the private car.
- 3.40 Investment in transport infrastructure can be justified on climate change benefits overall; that it improves a town's environment by tackling traffic congestion and enables less carbon use elsewhere by the advantages of focusing growth. Also, longer term, a future carbon neutral world is not a car free world. We still need to plan for growth in travel demand generated by new development.
- 3.41 Transport modelling is showing that congestion pressures on the A350 corridor will increase as a result of concentrating growth on Chippenham and Melksham, in combination with other towns, notably Trowbridge. Achieving predictable journey times along the A350 is important for the local economy. Paradoxically, a spatial strategy that would minimise carbon impacts may necessitate the need to improve sections of the road network.
- 3.42 These pressures need to be mitigated by greater settlement self-containment - by a greater proportion of goods and services being provided locally, local employment and by less need to travel elsewhere.

Emerging Strategy and Delivery

- 3.43 The emerging strategy is shown in the following table. This strategy has been informed by, and takes account of, the findings of the sustainability appraisal which recommends ways of mitigating any likely significant adverse effects and improving the benefits of the strategy overall. This strategy has itself been subject to sustainability appraisal which concludes that mitigation measures could sufficiently reduce any likely significant adverse effects of the strategy.
- 3.44 The Local Plan Review will set out how growth will be accommodated at Chippenham and Melksham. This will involve allocating greenfield sites at each town. Both Chippenham and Melksham communities are actively engaged in neighbourhood planning and these too will play an important part in guiding growth.
- 3.45 Elsewhere, there may be scope potentially for neighbourhood plans to allocate sites where necessary to help meet strategic requirements and their housing and employment needs as well as the more detailed local part of the planning framework. For example, a review of the Malmesbury Neighbourhood Plan will carry out that role.

3.46 A main consideration will be to maintain a supply of deliverable land for new homes. The strategy suggests a likelihood of large urban extensions at Melksham and Chippenham. These can be complex and can take time before they commence. This needs to be factored into what land is identified for development by the plan setting out a clear understanding of each site's timing, design and infrastructure requirements.

	WCS 2006- 2026	Brownfield target (2021- 2031)	Overall Housing Requirement (Dwellings)		Overall Employment Requirement (Hectares)
			Emerging Strategy 2016-2036	Residual at 1 April 2019	
Calne	1440	60	1610	360	4
Chippenham	4510	240	9225	5100	5
Corsham	1220	160	815	120	0
Devizes	2010	150	1330	330	0
Malmesbury	885	70	665	95	0
Melksham	2240	130	3950	2585	0
Rest of HMA	1992		2840	1270	0
TOTAL	14297		20400	9860	9

3.47 Some land for employment uses has become established adjoining junction 17 of the M4. This employment development was considered essential to the wider strategic interest of the economic development of Wiltshire, in accordance with Core Policy 34 of the current Wiltshire Core Strategy. Any further growth will need to be of the same significance. Continued growth may also justify a more comprehensive treatment of the area to ensure its role is defined distinct from settlements that might otherwise be undermined and to consider what infrastructure or other uses that can help to support sustainable development objectives.

Salisbury Housing Market Area

Alternative Development Strategies

3.48 The following alternatives development strategies were tested through Sustainability Appraisal:

Salisbury Housing Market Area - Alternative Strategies
<p><i>Salisbury A (SA-A) - Roll forward the core strategy pattern of distribution</i></p> <p>Housing and employment land requirements are reduced by 11% and distributed pro-rata rolling forward the current strategy.</p> <p>New employment land proposed only at Salisbury and Tidworth/Ludgershall.</p>
<p><i>Salisbury B (SA-B) - Focus on Salisbury</i></p> <p>Scales of housing development at Amesbury, Tidworth and Ludgershall are constrained to around the levels of commitments, while rest of HMA reflects assessed need (-11%). The residual need is met at Salisbury (from about 5,400 homes in SA-A to about 6,700 homes).</p> <p>New employment land proposed only at Salisbury.</p>
<p><i>Salisbury C (SA-C) - Focus on the rest of the HMA</i></p> <p>Housing growth at Amesbury and Tidworth and Ludgershall are constrained to around the current levels of commitments, while Salisbury reflects assessed need (-11%). Remaining balance of housing needs focussed on the rural area.</p> <p>For employment, the rest of the HMA accommodates growth which follows development trends for small scale employment growth in the rural parts of the HMA.</p>
<p><i>Salisbury D (SA-D) - Boscombe/Porton New Community</i></p> <p>Housing at Salisbury, Amesbury and Tidworth/Ludgershall is constrained to current levels of commitments. Recognises that employment growth has taken place in the Boscombe and Porton area and directs housing growth to a new community related to this economic potential.</p> <p>New employment land proposed only at Boscombe and/or Porton.</p>

Conclusions from Sustainability Appraisal

- 3.49 An alternative for a new settlement (SA-D) performed the worst of those tested, although the assessment noted likely social and economic benefits and environmental impacts were uncertain due to having no knowledge of a specific location. Alternatives that maintain a focus for growth within the HMA at Salisbury continued to perform better, although there may be longer term constraints upon this course.
- 3.50 Emerging strategy is based around continuing the existing one (SA-A). Overall, assessed housing needs are slightly less than the current strategy and the emerging

strategy has the same order of growth for Salisbury, Tidworth/Ludgershall and the rural area, although overall need is less. This course is appropriate recognising development at Tidworth yet to materialise strongly at the rates envisaged.

- 3.51 Growth at Amesbury is slightly lower than rolling forward the current strategy in recognition of constraints identified by sustainability appraisal; heritage and landscape risks and restricted education capacity.
- 3.52 The spatial strategy is however being expressed differently from the past. Wilton is recognised distinct from Salisbury and now necessitating its own strategic requirements as with other Local Service Centres, but with a level of growth recognising its close proximity to the City. This would support planning for the settlement to help retain its separate identity and to plan positively for its functional relationships with the City.
- 3.53 Bulford and Durrington are designated as Large Villages rather than as one strategic location with Amesbury. This helps each settlement to be planned to best maintain their separate identities and, especially for the purposes of neighbourhood planning, each community will be able to develop and work toward its own vision for the future.
- 3.54 Sustainability appraisal considered requirements for an additional 10ha of employment land in the Salisbury HMA over the plan period. The appraisal recommends additional employment land for Salisbury and Tidworth/Ludgershall. This mirrors a broad continuation of the current strategy proposed for new homes.
- 3.55 For Salisbury, this needs to be seen in the context of city centre regeneration and may be as much a case of changing needs, such as expansion of premises for centrally located companies and the rationalisation/ intensification of Churchfields. In Tidworth/Ludgershall, the need is created by the Army Rebasing project bringing partners and dependants into the area, some of which would be looking for local work. Evidence from the Employment Land Review suggests that there is also a need for additional sites for small and medium businesses and to reduce reliance on the MOD.

Climate Change Outcomes

- 3.56 A new settlement has been considered as a means to provide a 'garden village' approach. Arguably, the carbon footprint of growth in the HMA could be well managed and minimised by these means. The lack of a solid proposal makes this proposition hard to test, but it is clear that the initial amount of infrastructure needed counts heavily against the idea.
- 3.57 Continuing the current distribution of growth addresses carbon production by focusing growth at Salisbury. A focus on Salisbury may provide opportunities on a scale to design new neighbourhoods which incorporate renewable energy production, alternatives to the private car and more energy efficient new buildings. The scale of growth and the possibilities for locating it though are more limited than elsewhere. There would, for example, be little need for a large urban extension. This limits any impetus for fundamental shifts in existing patterns; a point that generates concern about growth largely adding to existing issues of congestion, air quality and pressures on infrastructure. Issues that are also counterproductive with regard to climate change.

3.58 Nevertheless, it continues to make sense that this course makes best use of existing infrastructure, such as energy networks, public buildings, services and, whilst recognising the challenges involved, local transport networks. In particular, it can help the city centre serve its local community by increasing local spending power. The city has higher levels of facilities, shops and services, including public transport, than elsewhere. Growth can help to reduce the need to travel distances, and to travel by the private car, especially if it is accompanied by measures aimed at improving walking and cycling.

Emerging Strategy and Delivery

3.59 The Local Plan Review will set out how growth will be accommodated at Salisbury and Amesbury. This will involve allocating greenfield sites at each. Salisbury City Council is actively engaged in neighbourhood planning and this too will play an important part in meeting local needs from growth.

3.60 Elsewhere, there may be scope potentially for communities' neighbourhood plans to allocate sites where necessary to help meet strategic requirements for their housing and employment needs as well as the more detailed local part of the development plan.

3.61 The emerging strategy is shown in the following table. This strategy has been informed by, and takes account of, the findings of the sustainability appraisal which recommends ways of mitigating any likely significant adverse effects and improving the benefits of the strategy overall. This strategy has itself been subject to sustainability appraisal which concludes that mitigation measures could sufficiently reduce any likely significant adverse effects of the strategy.

	WCS 2006- 2026	Brownfield target (2021- 2031)	Overall Housing Requirement (Dwellings)		Overall Employment Requirement (Hectares)
			Emerging Strategy 2016-2036	Residual at 1 April 2019	
Amesbury	2440	110	1635	350	0
Salisbury	6060	410	5240	940	5
Wilton		-	400	0	0
Tidworth/Ludgershall	1750	40	1555	165	5
Rest of HMA	2090		2140	1200	0
Total	12340		10970	2655	10

3.62 Boscombe and Porton are a business cluster that has potential to grow further over the plan period. Further growth would be supported in the wider strategic interest of the economic development of the County.

- 3.63 Previous iterations of Local Plans for the Salisbury area show how expanding the city outwards is becoming increasingly difficult. The undeveloped landscape setting and approaches to Salisbury provide its distinctive Cathedral character and these areas would be lost. As the outward expansion of Salisbury's urban area becomes increasingly constrained an area related to Boscombe and/or Porton could provide an economic foundation to a new settlement for consideration in future reviews of the Local Plan.
- 3.64 This situation could be prompted by a decision to contain the spread of the City within a geographic area, but this would be a decision for a future review of the Local Plan.

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Swindon Housing Market Area

Alternative Development Strategies

3.65 The following alternatives development strategies were tested through Sustainability Appraisal:

Swindon Housing Market Area (Wiltshire part) - Alternative Strategies
<i>Swindon A (SW-A) - Roll forward the core strategy pattern of distribution</i> Housing and employment land requirements are reduced by 16% and distributed pro-rata rolling forward the current strategy.
<i>Swindon B (SW-B) - Focus on Royal Wootton Bassett</i> Housing development is constrained at Marlborough to current commitments (plus windfall allowance and growth in rest of HMA reflects assessed need (-16%). No further development beyond existing commitments west of Swindon. The balance is focussed on Royal Wootton Bassett (from about 900 homes in SW-A to about 1,300 homes). New employment land proposed only at Royal Wootton Bassett.
<i>Swindon C (SW-C) - Focus on the rest of the HMA</i> Growth in Marlborough and the rest of the HMA continue Core Strategy rates of housing growth. Development is reduced at Royal Wootton Bassett. No further development beyond existing commitments west of Swindon. New employment land only proposed at Marlborough and rest of the HMA.

Conclusions from Sustainability Appraisal

- 3.66 Focusing growth on the rest of the HMA (SW-C) is the worst performing option because of concerns relating to landscape, heritage and transport impacts. The emerging strategy therefore proposes the rural area continues broadly the same proportion of growth it would receive taking forward the current strategy, adjusted for a slightly lower overall need for the HMA as whole.
- 3.67 Further development west of Swindon could provide for the expansion of the town. It was agreed with Swindon Borough Council that there is no need to plan for additional development at this time on the edge of the urban area within Wiltshire. The Borough will fully meet its needs appropriately within its local authority area.
- 3.68 A focus on Royal Wootton Bassett (SW-B) is a clear preferred alternative, although there are concerns about the capacity of local education and health services at the town itself. There are also potentially significant obstacles to overcome if growth is to be successfully delivered at Royal Wootton Bassett, notably managing the traffic that new homes will generate both within the town and at junction 16 of the M4.

Nonetheless, in line with the results of the appraisal, the higher scale of growth of those tested is proposed for the town.

- 3.69 At Marlborough there are particular concerns regarding local housing affordability and provision for local jobs. The highest requirement tested for new homes is also included at Marlborough to allow scope to deliver additional affordable homes (SW-C). However, in this case, the higher scale continues rates currently planned in the Wiltshire Core Strategy. This course follows discussions with the Town Council and work underway on a neighbourhood plan. There is, however, a potential risk that this scale of development could be unacceptable because of its harm to the quality of the North Wessex Downs Area of Outstanding Natural Beauty. The figures therefore show overall requirements exceeding total assessed need.
- 3.70 Sustainability appraisal considered requirements for an additional 6ha of employment land in the Swindon HMA over the Plan Period. The emerging strategy has a focus on Royal Wootton Bassett, and so proposes additional employment land at the town, where there is a particular need for affordable sites and premises, to balance the historically high levels of housing and lack of inward investment. Ideally, some of this would be situated within or near the town centre, to address the demand for retail space, as shown by the Employment Land Review, and combat the loss of food shopping trips.

Climate Change Outcomes

- 3.71 The Council works closely with Swindon Borough Council to plan for this part of Wiltshire. In terms of climate change outcomes, if each authority plans to meet its own needs for new homes and employment, this goes some way to reduce the need to travel between the two authorities. Both authorities agree to this course of action.
- 3.72 Of course, even so, there are strong travel patterns into Swindon from settlements in Wiltshire. A focus on the main Wiltshire settlement within the HMA increases the scope for public transport to cater for this demand and reduce carbon use. It can also help spread that benefit of better services to those taking purely local journeys.
- 3.73 A decision to locate some growth to the edge of Swindon, putting to one side all other arguments, would not have the same climate change outcomes, probably being of no pronounced benefit to Swindon services and no benefit to communities in Wiltshire.

Emerging Strategy and Delivery

- 3.74 The emerging strategy would provide slightly more homes than assessed need, but because of the risks in this strategy a degree of flexibility would be beneficial.
- 3.75 The Local Plan Review will set out how growth will be accommodated at Royal Wootton Bassett. This will involve allocating greenfield sites. The Town Council is actively engaged in neighbourhood planning and this will also play an important part in meeting local needs from growth.
- 3.76 Elsewhere, there may be scope potentially for communities' neighbourhood plans to allocate sites where necessary to help meet strategic requirements for their housing and employment needs as well as the more detailed local part of the development plan. For example, the Marlborough Area Neighbourhood Plan will carry out that role with a particular challenge of finding suitable land to reconcile the need to protect the

qualities of the AONB in which the town sits alongside meeting local needs for affordable housing and the additional infrastructure necessary to support such growth.

3.77 The emerging strategy is shown in the following table. This strategy has been informed by, and takes account of, the findings of the sustainability appraisal which recommends ways of mitigating any likely significant adverse effects and improving the benefits of the strategy overall. This strategy has itself been subject to sustainability appraisal which concludes that mitigation measures could sufficiently reduce any likely significant adverse effects of the strategy.

	WCS 2006- 2026	Brownfield target (2021- 2031)	Overall Housing Requirement (Dwellings)		Overall Employment Requirement (hectares)
			Preferred Strategy 2016- 2036	Residual at 1 April 2019	
Marlborough	680	160	680	245	0
Royal Wootton Bassett	1070	70	1255	990	6
West of Swindon	900	-	435	0	0
Rest of HMA	1225	-	1080	195	0
Total	3875		3450	1430	6

3.78 An employment land requirement is set for Royal Wootton Bassett but no other settlements require additional land allocated.

3.79 Land predominantly for employment uses has been promoted adjoining junction 16 of the M4. This type of development outside a main settlement would need to meet the wider strategic interest of the economic development of Wiltshire, in accordance with Core Policy 34 of the current Wiltshire Core Strategy. At present, there is no request from Swindon Borough Council to use this land to meet Swindon's needs for employment. Needs are being met more appropriately from within the Borough. If this should change then, as well its scale and form, development proposals will trigger a more comprehensive treatment of the area to ensure its role is defined distinct from settlements that might otherwise be undermined and to consider what infrastructure or other uses can help to support sustainable development objectives.

Trowbridge Housing Market Area

Alternative Development Strategies

3.80 The following alternatives development strategies were tested through Sustainability Appraisal:

Trowbridge Housing Market Area - Alternative Strategies
<i>Trowbridge A (TR-A) - Roll forward the core strategy pattern of distribution</i> Housing and employment land requirements are decreased by 4% and distributed pro-rata rolling forward the current strategy.
<i>Trowbridge B (TR-B) - Westbury Growth Point</i> Housing requirements for Westbury are led by employment forecasts (from about 1,400 to about 2,100 homes). Growth continues at Core Strategy rates at Warminster and reflects assessed needs at Bradford on Avon (-4%). Consequential reductions focussed on Trowbridge. New employment land proposed only at Westbury.
<i>Trowbridge C (TR-C) - Focus on the rest of the HMA</i> Housing requirements for the rest of the HMA are aligned to actual rates of past house building (from about 600 to about 1,200 homes). Warminster reflects assessed need (-4%) and Westbury continues at Core Strategy rates. Housing requirements are lower than TR-A at Trowbridge and Bradford on Avon as a result. New employment land proposed only in the rest of the HMA.

Conclusions from Sustainability Appraisal

- 3.81 Dispersal to the rest of the HMA (TR-C) was the least preferred alternative with concerns relating to landscape and transport impacts and the ability to deliver affordable housing. There are marginal differences between rolling forward the current strategy (TR-A) continuing the very prominent role of Trowbridge and Westbury Growth Point (TR-B).
- 3.82 The importance of the Bath and Bradford-on-Avon Bats Special Area of Conservation (SAC) is, however, a determining factor in selecting an emerging strategy that has a greater focus for growth on Westbury (TR-B). The planning authority has a duty to avoid adverse effects upon protected habitat before following a course of mitigation. This would translate into growth rates that are the lowest possible to support Trowbridge's role as a principal settlement and in providing for local needs.
- 3.83 A Westbury strategy, with much higher rates of development, also has to be moderated by the need for development to address traffic and related air quality issues and not focus so much growth as to compound them.

- 3.84 The emerging strategy therefore strikes a balance between the alternatives tested; a lower level at Trowbridge compared to past expectations, but sufficient to support the role of the town as a principal settlement in the County; and a significantly higher scale of growth at Westbury, but not so high as to risk being too difficult to manage.
- 3.85 Rates of growth suggested at Bradford on Avon reflect the heavily constrained nature of the town, notably its position within green belt and air quality issues from traffic congestion; both factors recognised in the appraisal results
- 3.86 Warminster was shown to be less constrained compared to Bradford on Avon, and a scale of growth in the emerging strategy broadly corresponds to current planned rates. Requirements are largely met by the planned west extension. Whilst recognising the appraisal results, additional growth may also underpin regeneration opportunities within the central area. This is therefore reflected in the scale of growth suggested in the emerging strategy.
- 3.87 Scales of growth for the rest of the HMA align to past rates of housing development.
- 3.88 Sustainability appraisal considered requirements for an additional 1ha of employment land in the Trowbridge HMA over the Plan Period. The emerging strategy proposes an additional employment land allocation at Westbury only. This reflects the need to avoid possible effects on the Bath and Bradford-on-Avon Bats SAC as identified by the appraisal.
- 3.89 Existing commitments may be sufficient to meet local employment needs for Westbury. However, several factors suggest a need for additional choice: a higher level of housing, a short-term need for employment land until Trowbridge allocations become available, and the potential for investment to boost the town centre. These aspects are identified by the Employment Land Review and support the further allocation of a modest amount of employment land.

Climate Change Outcomes

- 3.90 The emerging spatial strategy suggests reducing the degree of emphasis on growth at Trowbridge in the current strategy. This seems contrary to the approach at Chippenham and Salisbury, which continue or have a much greater focus, and help deliver the climate change outcomes sought. Trowbridge does, however, remain the predominant focus for growth in the HMA despite this. And most other growth still focusses on the main settlements.
- 3.91 The success of the emerging strategy therefore depends to a degree on what carbon reduction can be achieved by growth at Westbury. A main caveat to growth highlighted by sustainability appraisal is that it cannot compound traffic and air quality issues. Add the need for climate change outcomes, the strategy seems heavily dependent upon achieving a shift away from private car use and behind that, longer term, greater settlement self-containment.

Emerging Strategy and Delivery

- 3.92 The Local Plan will set out how growth will be accommodated at Trowbridge and Westbury. This will involve allocating greenfield sites. Each Town Council is actively

engaged in neighbourhood planning and this will play an important part in meeting local needs for growth.

3.93 Elsewhere, there may be scope potentially for neighbourhood plans to allocate sites where necessary to help meet strategic requirements for their housing and employment needs as well as the more detailed local part of the development plan. For example, the Warminster Town Neighbourhood Plan is being reviewed and may carry out that role.

3.94 The emerging strategy is shown in the following table. This strategy has been informed by, and takes account of, the findings of the sustainability appraisal which recommends ways of mitigating any likely significant adverse effects and improving the benefits of the strategy overall. This strategy has itself been subject to sustainability appraisal which concludes that mitigation measures could sufficiently reduce any likely significant adverse effects of the strategy.

	WCS 2006- 2026	Brownfield target (2021- 2031)	Overall Housing Requirement (Dwellings)		Overall Employment Requirement (Hectares)
			Preferred Strategy 2016-2036	Residual at 1 April 2019	
Bradford on Avon	595	70	350	80	0
Trowbridge	6810	370	5830	1805	0
Warminster	1920	130	2050	60	0
Westbury	1500	90	1820	710	1
Rest of HMA	665		950	550	0
Total	11490		11000	3,205	1

Next Steps

- 4.1 The Council will review the emerging strategy in the light of all the comments that it receives. Proposed scales of growth at each settlement could therefore change.
- 4.2 Further work will therefore be based on the revised strategy. Work will look at the more detailed aspects of how a revised strategy will be delivered. This will take account of comments on the locations for growth, the pool of potential development sites, that also form part of this consultation.
- 4.3 Draft place shaping priorities for each main settlement will be finalised in consultation with the relevant Town and Parish Councils. These will help to shape the form and location of development proposals in the draft plan.
- 4.4 More detailed work will look comprehensively at the effects of development proposals in combination using further sustainability appraisal to develop effective mitigation measures and ensure the most benefits possible from the development of each site. This will also help to ensure they are delivered properly coordinated with the infrastructure necessary to support them.
- 4.5 The end result of this and other work to support its preparation will take shape in publication of a draft plan by the end of the year when further consultation will take place.

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Appendix One: The Role and Function of Brownfield Targets

Introduction

1. The Council is inviting views on a new strand to the Local Plan to help ensure as many homes as possible are built using previously developed land within the urban areas of our main settlements. Making the best use of our built-up areas reduces the need to encroach into the countryside, which once built upon is irreversible. There can be wide ranging impacts on biodiversity, carbon footprint, travel patterns and sometimes the whole character of a town when we do so.
2. Equally, planning controls still need to retain the character of our towns and protect the open spaces that we value, whether as private gardens or formal areas for sports and leisure.
3. This document explains how a brownfield target for each of the County's main settlements can help to realise opportunities that meet a community's needs with an appropriate contribution from brownfield sites.

How will targets be used?

4. Development plans should identify as much brownfield land for development as possible. But, by the nature of brownfield sites, it is unlikely to be able to identify all the land in one go that will be built over the period to 2036. Plan making can only ever identify a proportion at any one time.
5. It is unrealistic and too inflexible to attempt to set a target for a whole plan period. A settlement's brownfield target represents the total number of additional new homes the Council estimate can be built on previously developed land over the next 10 years (2021-2031) not the whole plan period. Each part of the development plan is updated at least every five years and therefore targets can be monitored and reviewed, and fresh targets set. This is a pragmatic and flexible approach.
6. The brownfield targets set out in the Local Plan will be the basis for housing requirements for designated neighbourhood areas at main settlements. Once adopted, these figures should not need retesting at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.
7. A neighbourhood plan must be in general conformity with the Local Plan and seek to identify land and sites for the target set. If and when neighbourhood plans are reviewed they will need to help realise the target set, which can be done in successive neighbourhood plans given that brownfield opportunities may arise at different points in the plan period.
8. It would be unreasonable to require a neighbourhood plan to always meet its target by itself, but there would need to be evidence to show how a current target will be met or why a shortfall is acceptable. A neighbourhood plan, see below, can be an important means to identify brownfield sites, but it is not the only means.

9. It is, as has been said, by the nature of brownfield land opportunities, uncertain whether a target can be achieved; or indeed whether circumstances at a settlement have fundamentally changed. Future reviews of the Local Plan will enable a reconsideration of each target as understanding and context change. Review will therefore take account of the evidence from neighbourhood planning.
10. A target provides a benchmark to gauge performance and to monitor progress. As plans are updated, brownfield development opportunities will be added to housing land supply. Plan allocation¹⁴ and planning permission for brownfield sites can give certainty to land supply. The pool of such sites can be counted on to meet requirements set for a supply of deliverable land for housing.
11. As progress is made identifying brownfield opportunities the need for additional greenfield land to be released in future will be moderated. A large pool of brownfield sites will reduce requirements for new greenfield land to be identified when the Local Plan is reviewed. On larger sites already allocated in a plan, it might also be appropriate to consider the timing of phases that are later in the plan period.
12. Poor progress toward meeting a brownfield target or better than expected progress will influence how a settlement is expected to accommodate development in the future. A review might also identify what barriers there are to development and what measures might help to overcome them.
13. Some neighbourhood plans are being prepared or reviewed in parallel to the Local Plan Review. They can identify brownfield sites that will be included in developable land supply. A corresponding amount of land can then be removed from that remaining to be planned for and the Local Plan can reduce the amount of greenfield land it needs to allocate for new homes.

How have targets been calculated?

14. Brownfield targets have been calculated from the Council's 'windfall' allowance. The 'windfall' allowance is calculated from a long-term (2009-2019) assessment of brownfield permissions which are not allocated in the development plan, and the rate at which such sites have been delivered within Wiltshire.
15. As indicated earlier it should be recognised that the contribution made by small 'windfall' sites tends to remain consistent over the years, however opportunities arising from larger sites can be much harder to predict. As the 'windfall' allowance is currently assessed on a Housing Market Area-basis (and subsequently summed up to a county-wide figure), it is reasonable to expect that opportunities arising on larger sites will occur periodically across a wider geography. However, caution should be exercised when attempting to predict future delivery from larger sites on a smaller geographic scale. Opportunities and delivery of larger brownfield sites are less likely to recur frequently at a particular settlement. As might be expected the size of a settlement can affect the number of potential brownfield opportunities that may come forward. The assessment of non-allocated brownfield permissions used in the 'windfall' allowance shows that Principal Settlements typically produce more larger site opportunities than those at Market Towns. This has been factored into the calculation by limiting

¹⁴ In both Local and Neighbourhood Plans

permissions to sites within a certain range of units depending on the settlement's status in the Settlement Hierarchy.

16. The calculation has taken the average annual number of units granted permission from 2009-2019 on sites of up to 100 units for Principal Settlements, and up to 50 units for Market Towns. It is considered this period represents a realistic estimate of future brownfield opportunities, as it covers the relatively low number of permissions granted during the recessionary period following the economic crisis in the late 2000's and early 2010's, with the recovery up to the end of the latter decade. A delivery rate (assessing permissions granted from 2008-2014 district-wide) has then been applied which takes into account non-implementation of permissions. The output provides the anticipated average annual number of completions for each settlement which determines the brownfield target.

17. The table below shows the individual calculations for each main settlement.

Settlement and Housing Market Area (HMA)	Average annual permissions 2009-2019(dwelling)	Brownfield Housing Target 2021-2031 (dwelling)	Existing developable permissions (2021-2031)
Swindon HMA			
Marlborough	21.9	160	7
Royal Wootton Bassett	9.3	70	13
Chippenham HMA			
Calne	7.9	60	3
Chippenham	34.2	240	159
Corsham	22.1	160	24
Devizes	20.9	150	43
Malmesbury	9.1	70	3
Melksham	18.6	130	23
Salisbury HMA			
Amesbury	15.2	110	14
Salisbury	57.1	410	32
Tidworth and Ludgershall	5.7	40	29
Trowbridge HMA			
Bradford - on - Avon	9.4	70	3

Trowbridge	51.4	370	149
Warminster	18	130	7
Westbury	12.6	90	1

Who will identify brownfield sites for development?

18. The register of brownfield land is a starting point, as is the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) evidence.
19. By engaging closely with their communities and by contacts with landowners and developers, neighbourhood planning is well placed to identify many opportunities and allocate them in their plans.
20. Neighbourhood plans are also a means to ensure that important open spaces and the essential character of neighbourhoods can be protected where this is appropriate.
21. Often as a landowner or as a means to lever funding support, the Council is also able to bring forward some of the more difficult, higher profile and complex sites. These too can be identified in neighbourhood plans or the Local Plan. They may also be identified in development briefs or master plans.
22. Other large landowners, public or private, may also instigate redevelopment of their land. A development brief involving consultation and input from the local community can often be the best means to formulate the most appropriate designs. Such a process can ensure a successful planning application that aligns with the community's needs and expectations.

How will targets be reviewed?

23. Brownfield targets will be reviewed each time the Local Plan is reviewed. They will be reviewed individually for each main settlement, using local evidence, such as the recent track record of housing completions. Other evidence may include more qualitative assessment of the form of recent development and future scope.
24. In the years preceding the turn of the century and into the first decade, several settlements saw large businesses close and their land redeveloped to include a significant amount of new homes. There were perhaps a finite number of such opportunities. The position going forward might be quite different and this aspect will be kept under review and findings inform what a target should be in the future.
25. Market demand will also vary over time and from place to place. This will influence the size of dwellings, their form and therefore the amount of new homes land might deliver. The number of past and future completions is just a part of the story.

How is the use of greenfield sites managed?

26. The proportion of land needing to be planned for on greenfield sites should decline as more brownfield land is built on, granted planning permission or allocated in plans. This is the central means by which the use of greenfield sites can be managed. It is a long-term approach that operates by future reviews of plans in the years to come.
27. Given the need to fund significant infrastructure and to have that investment repaid by the sale of new homes, rarely will it be possible to manage land release on a more

detailed and short-term basis. Developers, service providers, land owners and the community itself, need certainty and a purpose of the development plan is to help provide it.

28. Where there are, however, proposals for very large-scale urban extensions to a settlement, it might be appropriate to include a contingency for land release to remain in step with forecast rates of growth. Growth that exceeds expectations may put undue pressure on infrastructure and services.
29. In such limited circumstances, very large-scale urban extensions may therefore be phased. Even then phasing would be decided around the co-ordination of the infrastructure necessary to serve new development.

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APPENDIX 2

Wiltshire Local Plan Review

Planning for Chippenham

Introduction

1. What will Chippenham be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions could affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

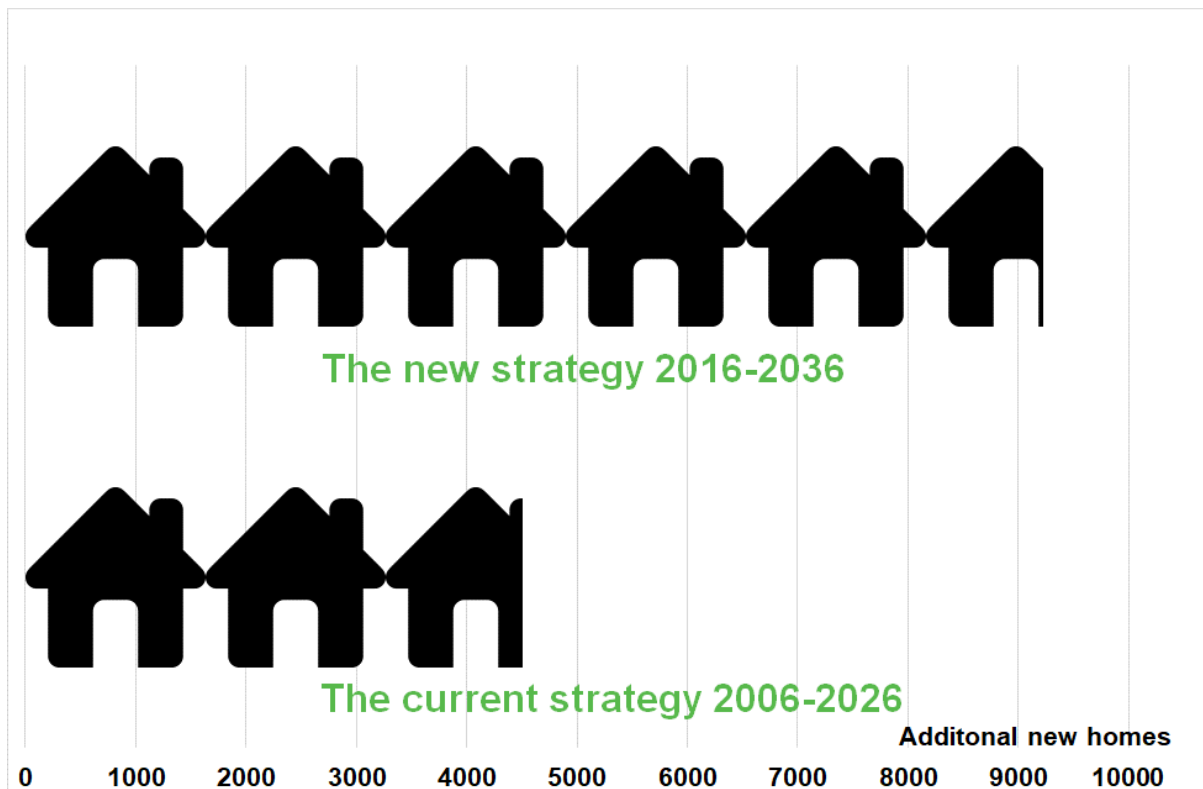
Scale of growth

How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional Homes

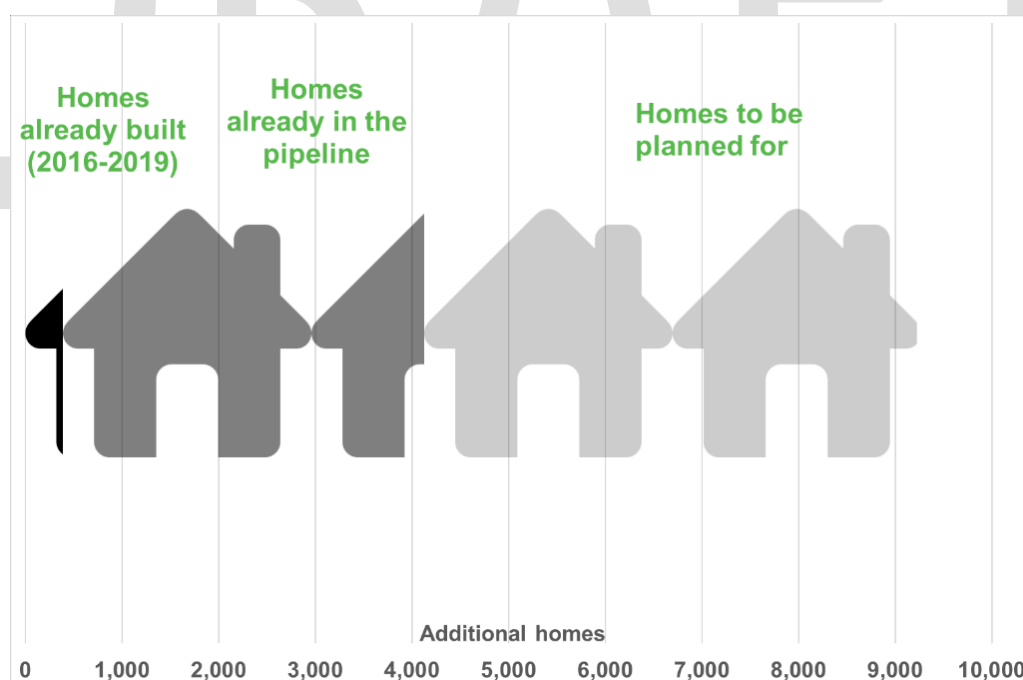
7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Chippenham is in the Chippenham Housing Market Area.
8. The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 4510 homes. The new strategy proposes a requirement of 9225 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹
11. When the number of homes built and in the pipeline is deducted it leaves a further 5100 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. In Chippenham, the Chippenham Neighbourhood Plan may identify sites on which some of these homes could be built. The Neighbourhood Plan will also be able to propose sites, for example, that meet a particular housing need e.g. self-build or for other uses, or that positively plan for brownfield sites.

¹ In Chippenham 394 dwellings have been built between 2016-2019 and at 1 April 2019, 3733 dwellings are already in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Chippenham Site Allocations Plan).

13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 240 homes could be built in Chippenham on brownfield sites over the next 10 years².
14. The Local Plan ensures that the proposed scale of growth will be accommodated; where necessary to ensure supply of deliverable land to meet strategic housing needs and to help deliver large or complex sites. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Meeting a brownfield target will instead reduce the need for greenfield sites in future reviews of the Local Plan. This could be positively addressed through revised neighbourhood plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.
16. Planning positively for brownfield sites, however, can also work alongside allocations of greenfield land. Where there can be certainty about brownfield sites coming forward, then this will reduce the amount of greenfield land sought in this review of the plan.
17. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.



The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has

² Further detail can be found in the Emerging Spatial Strategy paper.

considered how best to accommodate needs for new business by testing different distributions³.

19. On current evidence, 5 ha additional employment land is needed at Chippenham.
20. Chippenham remains a healthy town centre, which has been able to adapt to the on-going trends facing the UK retail sector and also the significant changes in out of centre floorspace in the town. The town centre has seen falling vacant retail units alongside changes to the comparison goods and service sectors, which have mirrored the national trend.
21. Given the growing amount of food store floorspace outside of the town centre, the centre will increasingly concentrate upon top-up food shopping trips and there is a need to ensure that the High Street and the two purpose-built shopping areas (Emery Gate and Borough Parade) continue to underpin the health of the centre
22. The Bath Road Car Park and Bridge Centre Site remains the opportunity to introduce new land uses into the town centre.

What do you think to this scale of growth? Should there be a brownfield target? Should it be higher or lower?

Place shaping priorities

What priorities should we tackle?

23. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Chippenham that will guide development and the direction of growth.
24. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
25. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits.
26. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Chippenham Town Council and surrounding Parish Councils to finalise the priorities for Chippenham. These are the draft priorities for Chippenham, which we are seeking your views on:

³ Further detail can be found in the Emerging Spatial Strategy paper.

- Development to provide new employment opportunities with a strong emphasis on timely delivery to redress the existing levels of net out-commuting within the town and enable people to live and work locally.
- Improving the resilience of the town centre by:
 - Serving as a centre for sub-regional public services; and retaining a mix of national traders and attracting independent traders whose presence will imbue its Market Town character.
 - Ensuring the Town Centre will be a vibrant meeting place for the community to shop, interact and enjoy their leisure time, and a visitor destination in its own right.
 - Preserving and enhancing the special historic character of the Town Centre.
 - Developing the Bath Road Car park/Bridge Centre site as a mixed-use scheme which complements and enhances the town centre and secures completion of planned highways improvements.
 - Continuing to make improvements to Chippenham Railway Station and Cocklebury Road area to attract inward investment to this area.
- Improved access to the River Avon valley through Chippenham as an important green Infrastructure corridor for the town.
- Ensuring a network of well-connected footpaths and cycleways and connectivity for public transport across the town, to/from the town centre, and through into the surrounding countryside, so that more people can choose active travel and public transport as a means of getting around
- Linking the A4 to the A350 which will provide for a more resilient local network addressing traffic congestion within the town centre.
- Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town.

Are these the right priorities?

What priorities may be missing?

How might these Place shaping priorities be achieved?

Preferred Development Sites

Where should development take place?

27. Land around much of Chippenham is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council focussed its own assessment on a smaller pool of potential development sites and has selected preferred ones. A map illustrating this pool of potential development sites and the

preferred sites is provided below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document.

28. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission. The re-use of previously developed land within the existing urban area will continue to be supported, as this reduces the need to lose more countryside and generally such opportunities can be better located and can relieve pressures for new infrastructure; as well as helping regenerate urban areas. However, the scale of growth for Chippenham is so substantial that significant greenfield sites need to be identified.
29. The focus here is on the difficult central decisions of where and how the built-up area needs to extend – greenfield sites. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites.
30. Preferred development sites are based on two new suburbs to Chippenham shaped by the landscape and by climate change mitigation. They combine sites 1, 2 and 3 resulting from the site selection process.

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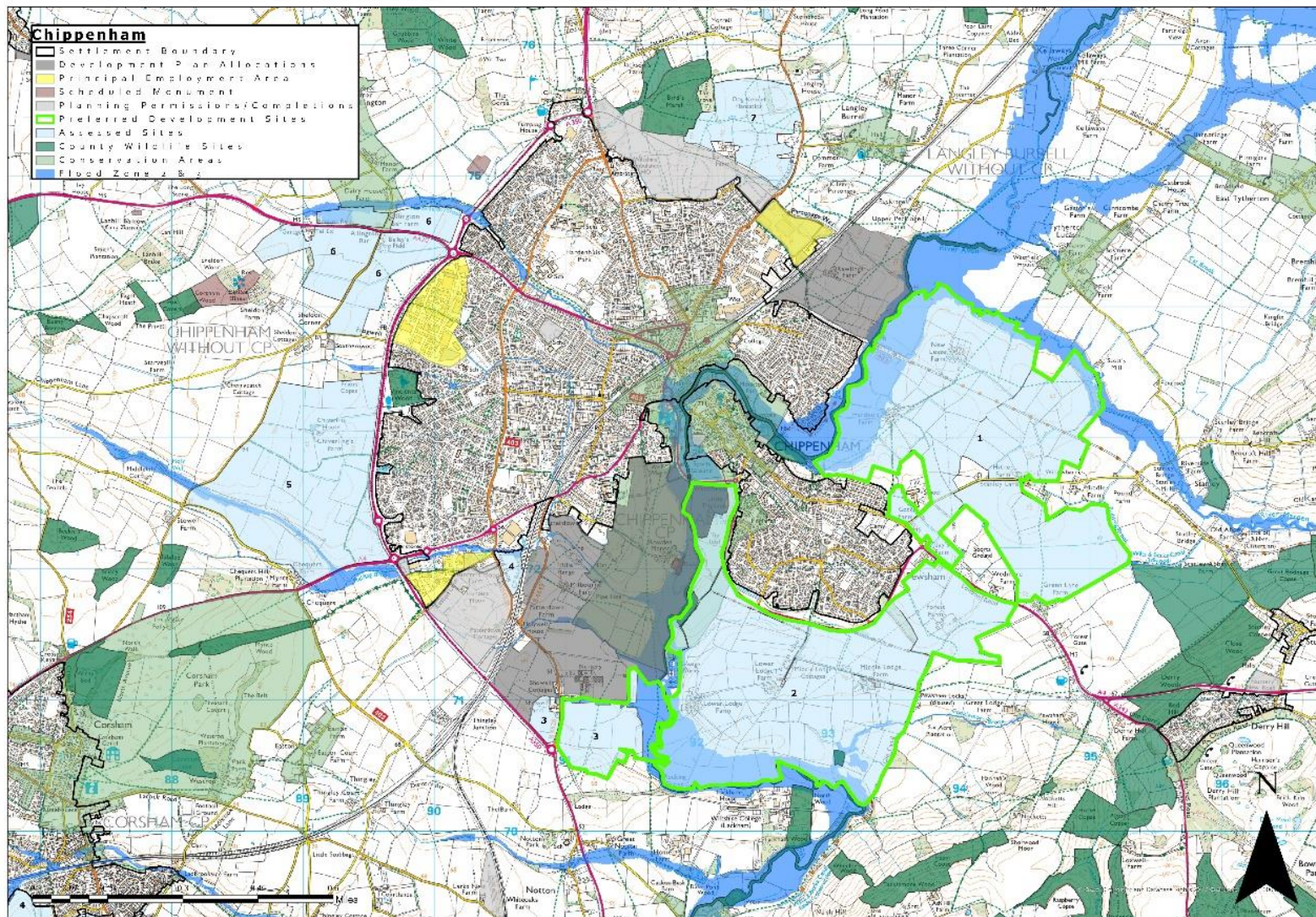


Figure 1 Stage 3: Sustainability Appraisal map with Preferred development sites highlighted

Do you agree these sites are the most appropriate upon which to build? If not, why not?

What are the most important aspects to consider if these sites are going to be built on?

31. The size of these areas is likely to see construction continuing beyond the end of the plan period (2036). This scale of proposals allows us to set in place a new long term boundary to the town. It also provides long term certainty to infrastructure providers and other service providers.
32. Planning at scale also provides better opportunities to moderate additional carbon emissions. It secures large areas of land that help the town adapt to flood risks and heatwaves such as from more frequent extreme weather events including providing land to enhance biodiversity and protect habitat and providing a critical demand mass that will enable off-grid renewable energy generation to help meet needs for such things as vehicle charging and the switch to carbon free domestic heating. Opportunities for renewable energy are being explored by the Town Council preparing its neighbourhood plan. Off grid generation and other potential measures on these sites will build on this work and need to integrate with opportunities and benefits that may be realised for the whole town.
33. The proposals offer opportunities for a properly integrated and comprehensive network for pedestrians and cycles, seeking to reduce the need to travel by car. It will also provide for a mix of dwelling styles and forms, including from self-build and provision by small to medium sized building firms, all of whom will be required to produce buildings to the highest sustainable construction methods.

Concept Plans

34. Whilst looking to the future, development must fit with Chippenham as it is now. Concept plans for each area show a way the land identified can be developed. They show the undeveloped land, areas suggested for development and possible locations for uses within them.
35. They show what land would be left undeveloped to help maintain the setting of the town, important views, access to the countryside and the setting and separate identity to villages in the wider area. They identify areas where there will be planting to provide an attractive and interesting urban edge.
36. They also show possible locations for infrastructure and facilities necessary to support a growing community. The concept plans show the suggested locations for new primary schools, the expansion of Abbeyfield Secondary School and a new secondary school, plus additional space for formal sports, allotments and other such uses.
37. It has been established that any meaningful growth at Chippenham, small or large, requires a new road link from the A4 north to the A350. Otherwise there is

unacceptable congestion on the road network around the town centre. A new road is shown on the concept plan for site 1. The Council has made a successful bid to fund the road's construction, if these proposals go ahead.

38. It is highly likely, but not so certain, that a second road link from the A4 will also be needed as Chippenham continues to grow. This is a route south from the A4 to the A350. This is also shown on the concept plans for sites 2 and 3.
39. The concept plans illustrate one way each of the sites could be developed. There are different ways. This consultation invites everyone to offer their ideas and give us their views on the most appropriate locations for growth and the form it should take.
40. Against each concept plan, we highlight aspects and invite views on how the approach can be improved. Further development of the ideas here would culminate in design codes developed alongside master plans for each site. It is intended that these will be based around a design guide being prepared as part of the Town Council's neighbourhood plan. The guide will express the community's needs and requirements for good design locally. Development would only be permitted to take place in accordance with an approved master plan.
41. The draft design principles incorporated at this stage are set out below:

Design Principles

- A new suburb shaped mostly by the existing landscape, but also by future climate change flood mitigation.
- A housing density of 35 dwellings per hectare. However, this is capable of being a higher density in and around the local centres and main High Street areas.
- A vast network of radial, off street cycleways linking all parts of the site through green routes, in particular schools.
- Larger development parcels broken up with green corridors, so as to allow space for sustainable urban drainage, wildlife and canopy growth.
- A new tree lined main street forms the spine of each new neighbourhood. Designed initially as a 40-50 mph road, it will also be capable of being amended to 20-30 mph.
- Community facilities are placed along or close to this spine road and cycle network.
- Heritage Assets are marked as opportunities for suitable future uses. Their settings are addressed with a balance of any new buildings set back and wooded screen planting.
- A substantial amount of green space remaining undeveloped with various options as to its future use and management e.g. Renewable energy land use or rewilding project.
- Part of large areas of green infrastructure, play areas, orchards and allotments are located within these areas, to be structured either formally or informally. Green infrastructure could provide areas for informal exercise, park runs, seating areas, picnic areas etc.

- All homes are within close proximity to communal greenspace and an off street walking/cycling network.
- All homes are within 400m of a Local Equipped Area of Play (LEAP).

4. A box for each site lists the main uses proposed for each site. A set of concept plans illustrate how each area could be developed. A framework plan provides an overview. Three other plans look at specific aspects: green and blue infrastructure, movement and urban design principles. Together, the plans illustrate one way the area could be developed. Comments are invited on all aspects of the proposals, but there are a set of questions to prompt consideration and some particular questions around elements of a proposal.

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Site 1 East Chippenham

DRAFT Framework Plan (site 1)

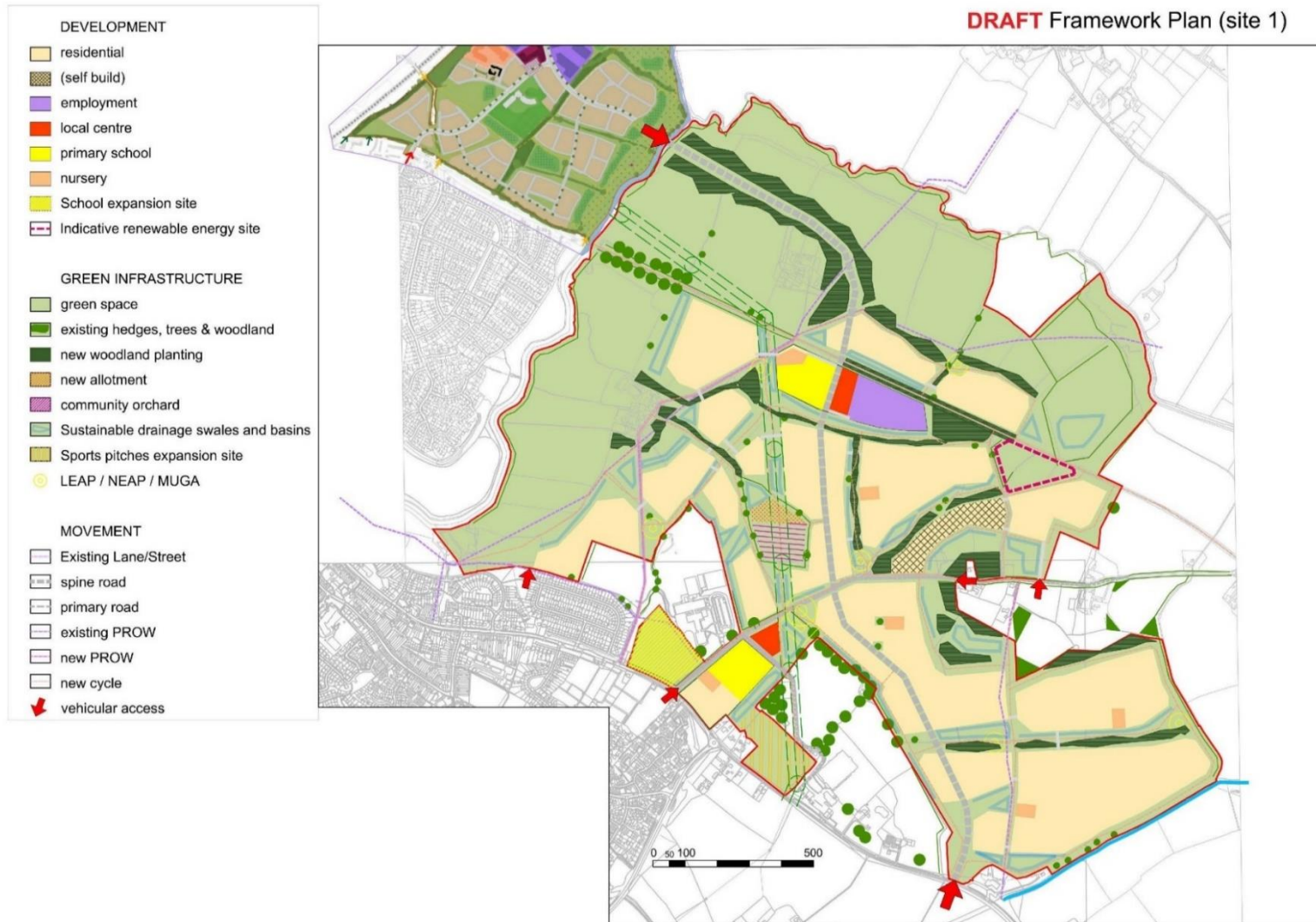


Figure 2 Concept map for Site 1 East Chippenham showing boundary outline and proposed layout and land uses, within which to accommodate development

Land at East Chippenham is proposed for a mixed-use development to include the following:

Approximately 2975 dwellings to include self and custom build plots and specialist housing.
 Approximately 3ha Employment Land

District Centre

Local Centre

Community Uses

Land for allotments

Land for a Community Orchard

Open space provision to include an eastern extension of the Riverside Country Park

Land to expand Sports Ground

Land for 2 Two Form Entry Primary Schools

Land for 4 100 space Nurseries

Land for renewable energy site

Walking and Cycling links to and from the town centre, Abbeyfield School and nearby settlements including Bremhill, Tytherton Lucas and Calne

Transport corridor linking A4 with A350 northwards



Figure 3 Concept map for Site 1 East Chippenham showing green and blue infrastructure

MOVEMENT	
	spine road
	primary road
	secondary road
	existing PROW
	new PROW
	new cycle
	vehicular access
	trim trail (hoggin)

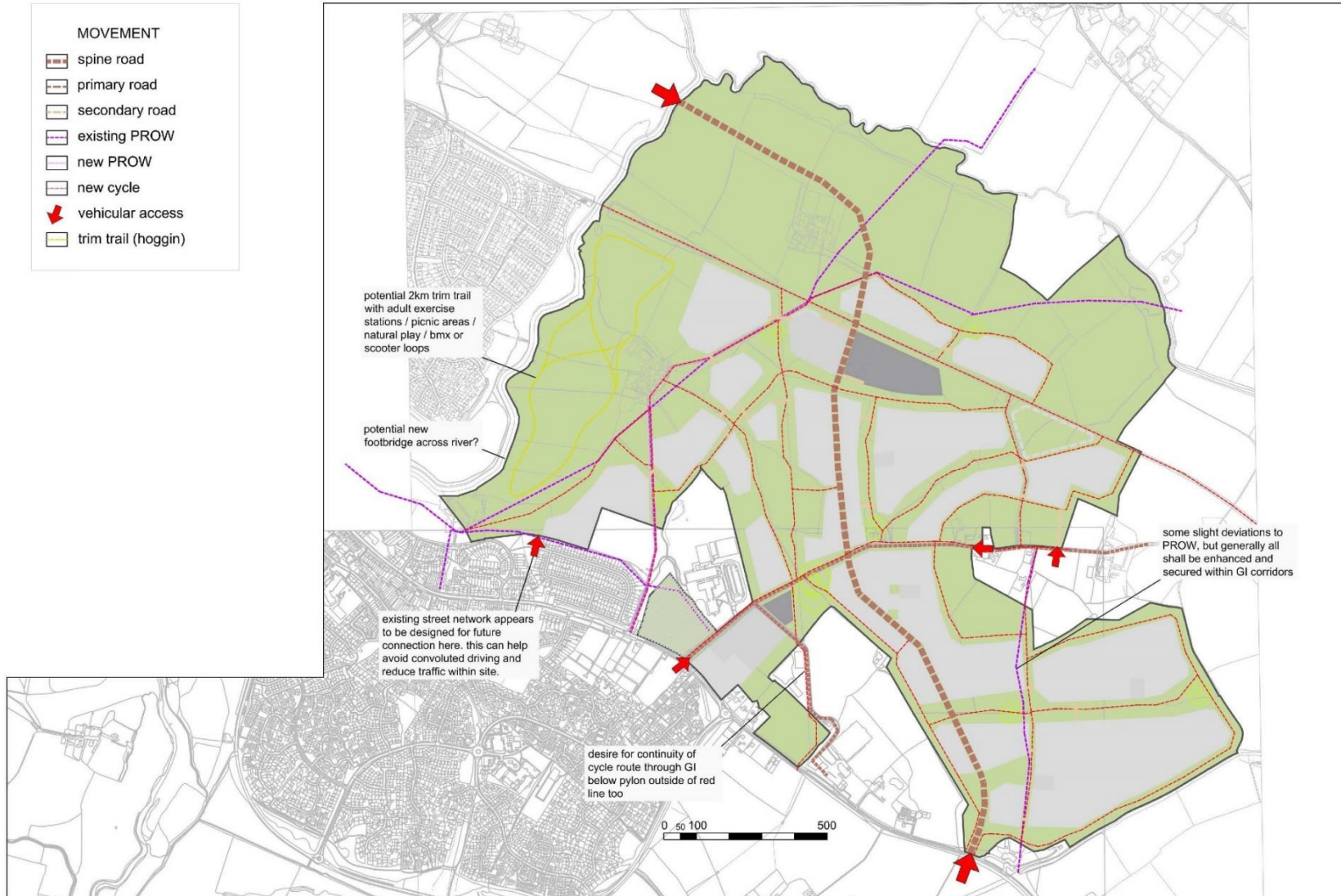


Figure 4 Concept map showing key movement routes within and connected to Site 1 East Chippenham

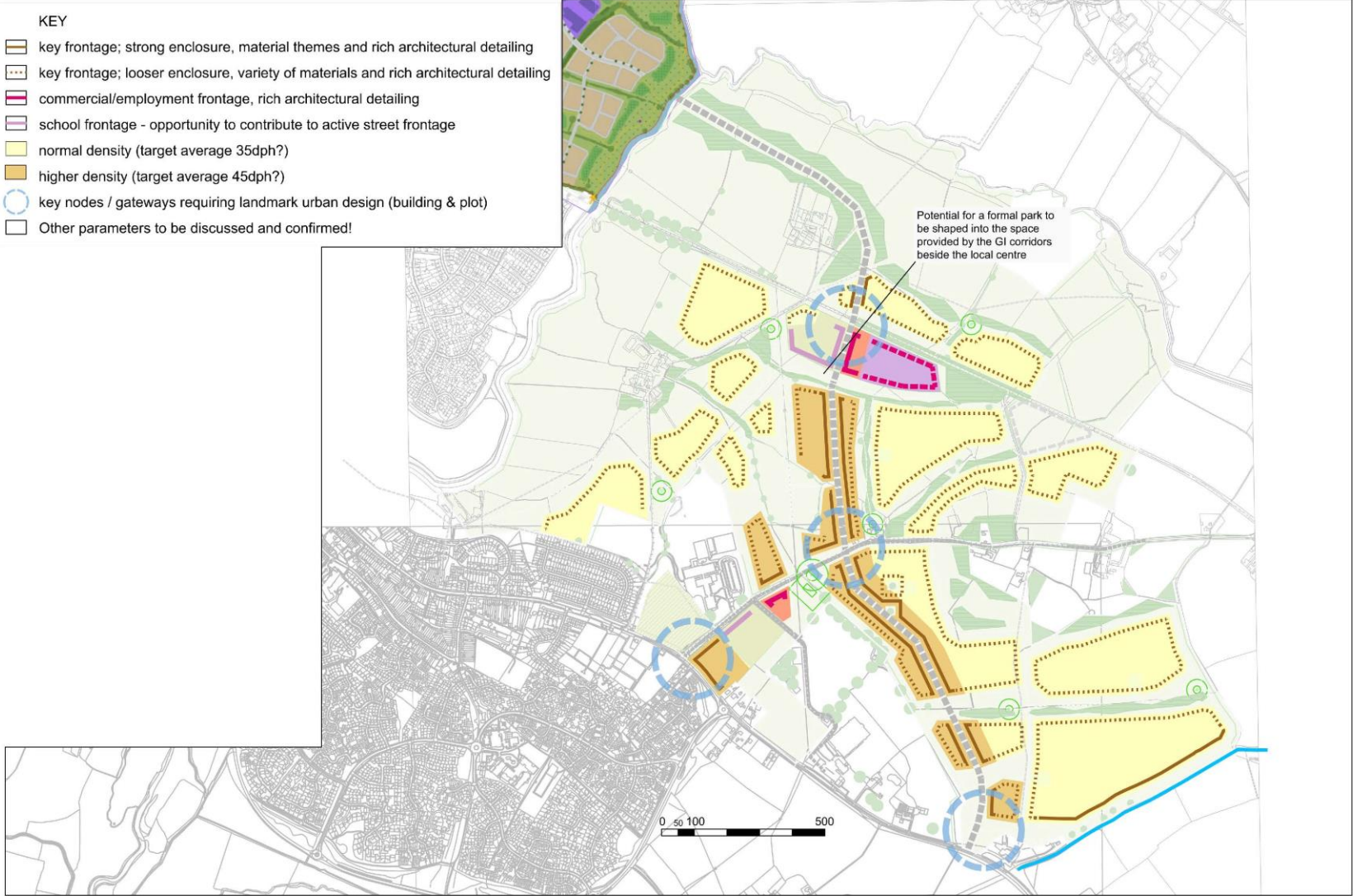


Figure 5 Concept map for Site 1 East Chippenham showing urban design principles

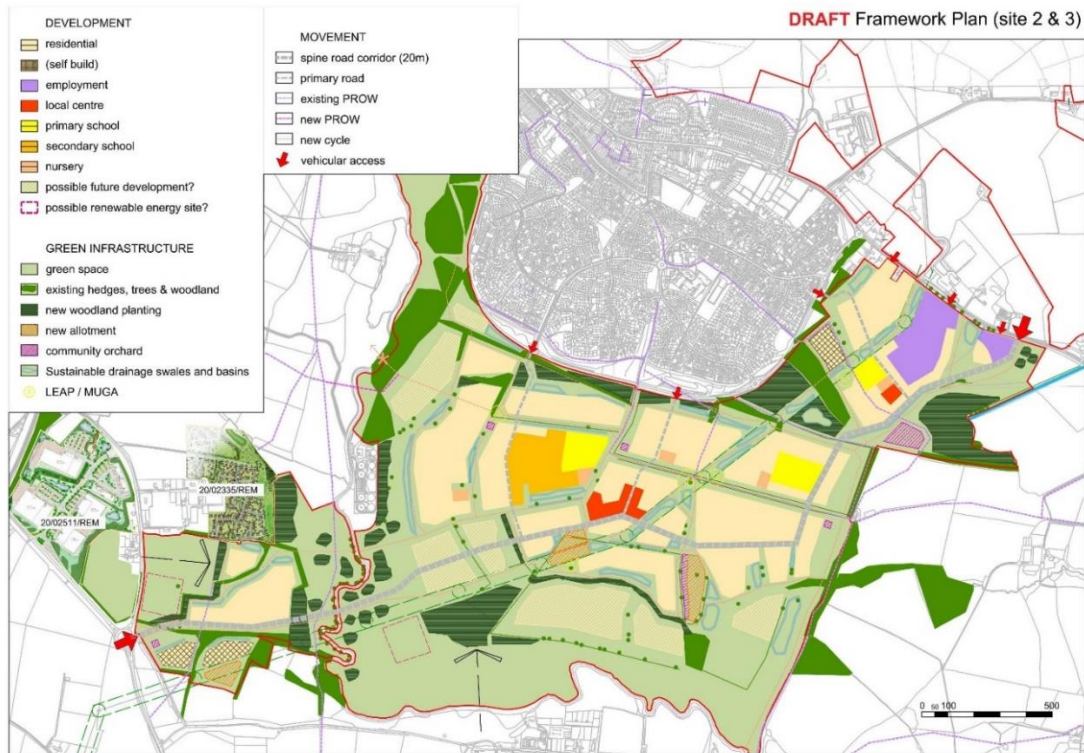


Figure 6 Concept map for Site 2 South Chippenham and East of Showell Farm showing boundary outline and proposed layout and land uses, within which to accommodate development

Land at South Chippenham is proposed for a mixed-use development to include the following:

- 2415 houses to include self and custom build plots and specialist housing.
- Approximately 5ha Employment Land
- District and Local Centre
- Community Uses
- Land for allotments
- Land for Community Orchard
- Open space provision to include an extension of the Riverside Country Park
- Land for 1 10FE Secondary School
- Land for 3 2FE Primary Schools
- Land for 2 100 space nurseries and 1 80 space nursery
- Land for renewable energy
- Walking and Cycling links to the town centre and nearby settlements including Lacock and Derry Hill.
- Distributor Road linking A4 with A350 southwards

Land at East of Showell Farm is proposed for a mixed use development to include the following:

- 196 houses to include self and custom build plots and specialist housing.
- Open space provision to include an extension of the Riverside Country Park.
- Land for renewable energy
- Walking and Cycling links to the town centre and nearby settlements including Lacock.
- Distributor Road linking A4 with A350

DRAFT GREEN & BLUE INFRASTRUCTURE CONCEPT PLAN

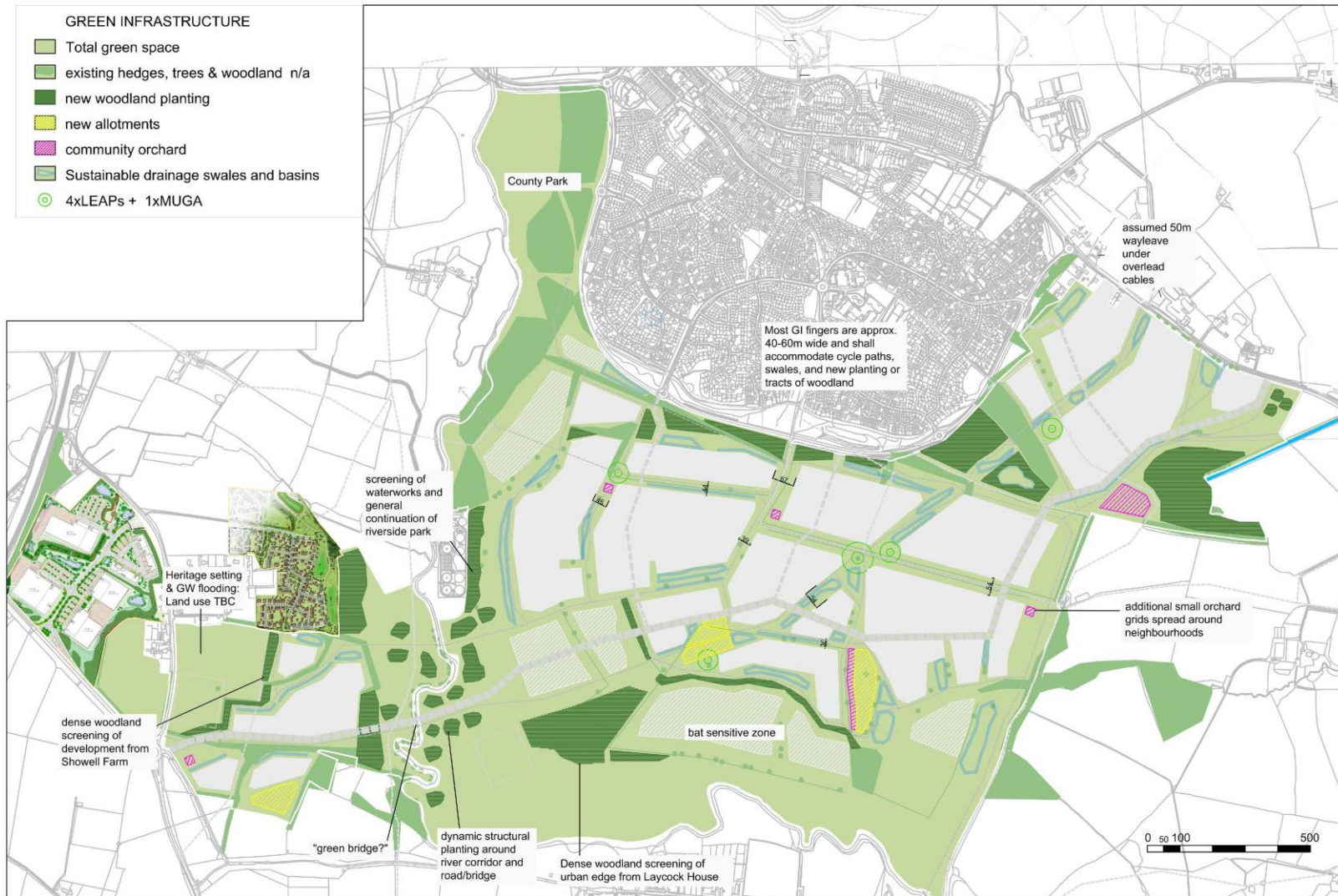


Figure 7 Concept map for Site 2 South Chippenham and East of Showell Farm showing green and blue infrastructure

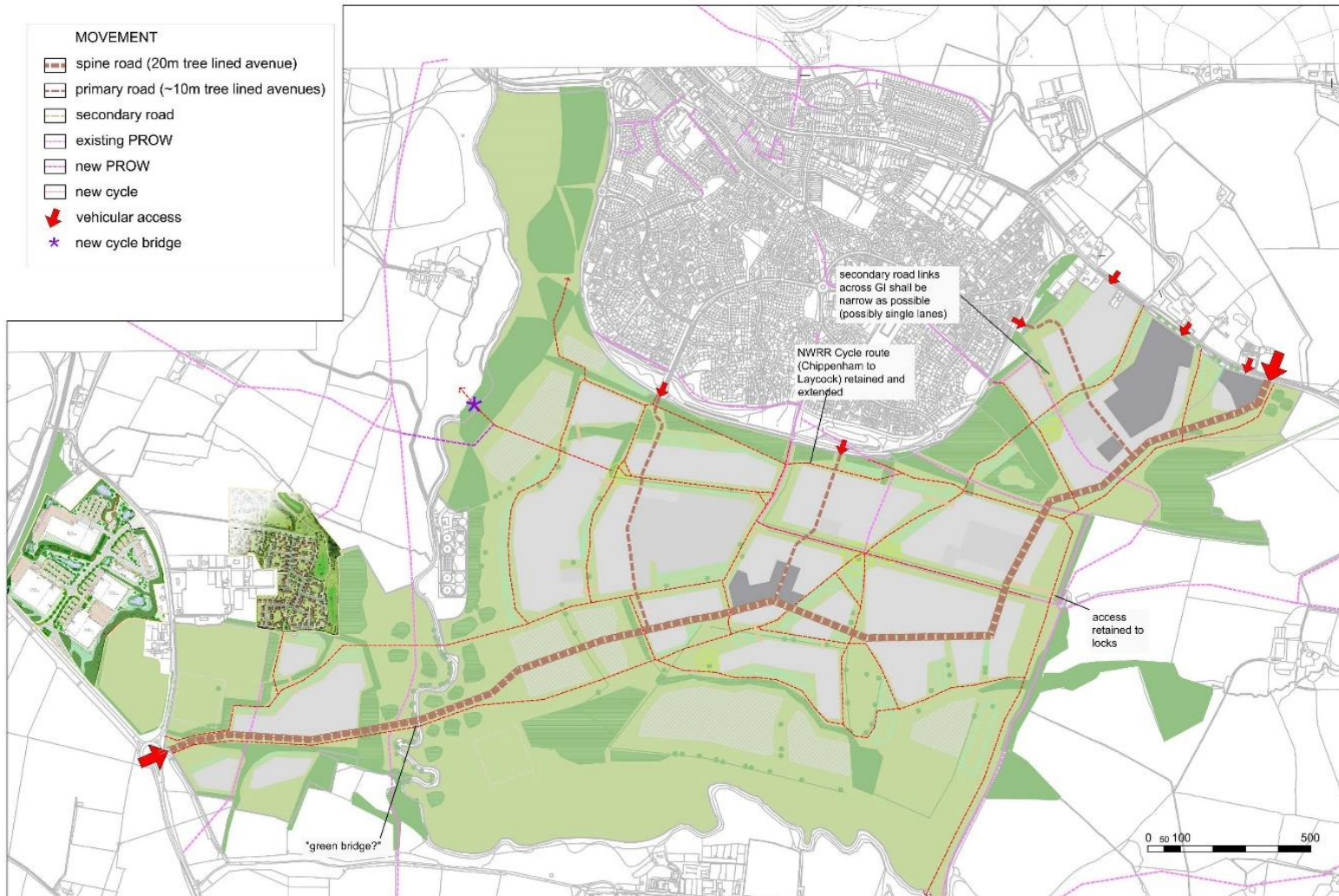










Figure 8 Concept map showing key movement routes within and connected to Site 2 South Chippenham and East of Showell Farm

DRAFT URBAN DESIGN PRINCIPLES PLAN

KEY

-  key frontage; strong enclosure, material themes and rich architectural detailing
-  key frontage; looser enclosure, variety of materials and rich architectural detailing
-  commercial/employment frontage, rich architectural detailing
-  school frontage - opportunity to contribute to active street frontage
-  normal density (target average 35dph?)
-  higher density (target average 45dph?)
-  key nodes / gateways requiring landmark urban design (building & plot)
-  Other parameters to be discussed and confirmed!

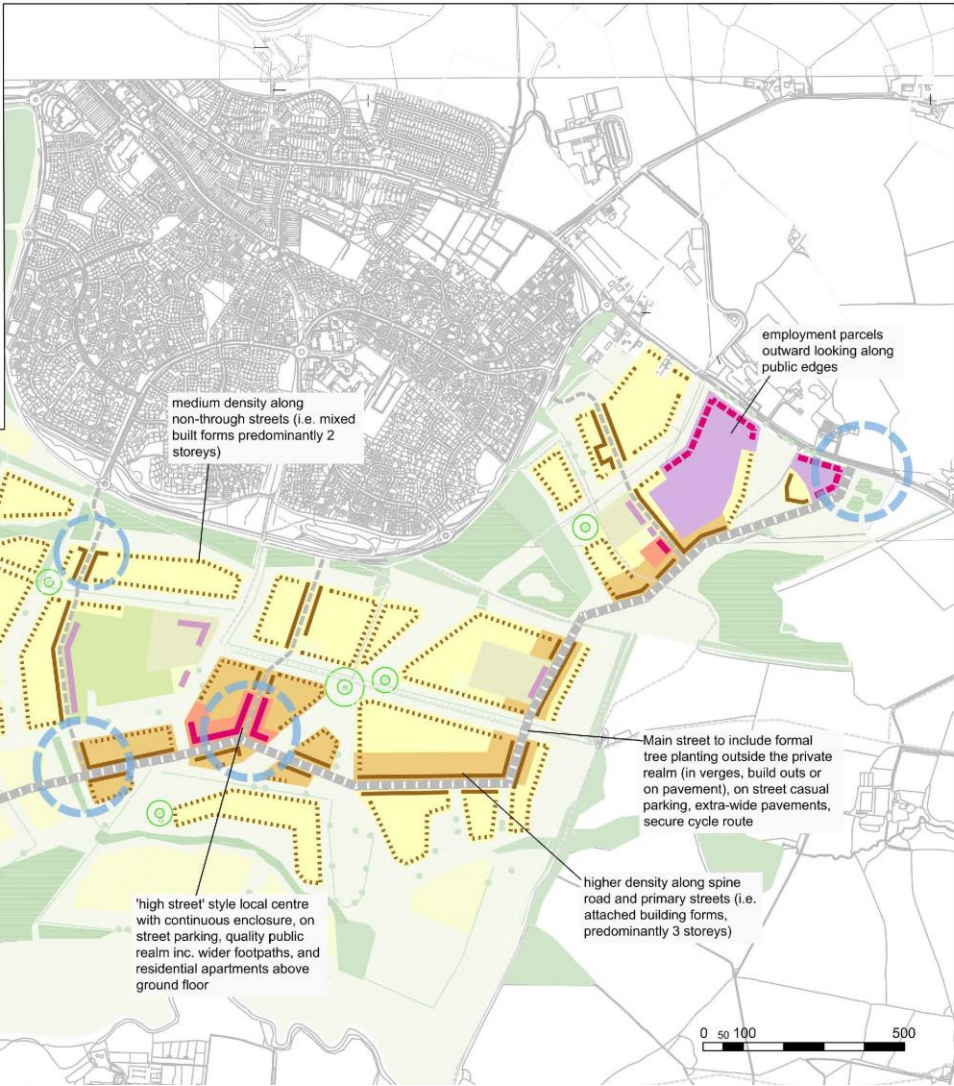


Figure 9 Concept map for Site 2 South Chippenham and East of Showell Farm showing urban design principles

How can these concept plans be improved?

Do you agree with the range of uses proposed, what other uses should be considered?

Do you agree with the location of the proposed uses? What should be located where and why?

Do you agree with the location and amount of employment provided on Sites 1 and 2?

Do you agree with the proposed locations for self build and custom build housing? Would you prefer alternative locations? Explain

Do you agree with the proposed sites for renewable energy? Is there a particular type of renewable energy that should be provided?

Site 1 – Do you agree with the proposal for some housing to be located north of the North Rivers cyclepath?

Site 1 – Are there any uses that would be most suitable for Hardens Farm and New Leazes Farm?

Settlement profiles

42. When planning for growth it is important to consider the characteristics of the town in terms of services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. Such factors can help us consider how we plan for change. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be. These have been used to shape the concept plans.

Is there anything we have missed that needs to be considered in planning for Chippenham?

Topic	Comment
Education	<p>New early years provision is required to meet needs arising from new development.</p> <p>There is no existing capacity within the primary schools at the Town.</p> <p>There is no existing capacity within secondary schools at the Town. Abbeyfield School is due to be expanded to accommodate needs arising from existing new development.</p> <p>To accommodate the amount of development proposed will require:</p> <p>Primary School Provision – 5 2 Form Entry schools Secondary School Provision – 1 10 Form Entry school Nursery Provision – 6 100 place nurseries; 1 80 place nursery. Each primary school will also incorporate a nursery.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN's) - Generation Availability Map, the substation and supply points around Chippenham are currently either relatively unconstrained or constrained in relation to energy generation. Considering the scale and proposed location of growth at the town, on the basis of available evidence, there may be a need for investment in the infrastructure to be able to connect to and potentially reinforce the grid.</p> <p>For the amount of development proposed, it would be possible to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network to link into.</p>
Green and Blue Infrastructure	<p>Appropriate land uses, footpaths and cycleways should be geared to boosting the attractiveness of the town centre to visitors and investment, as part of wider priority to improve its resilience</p> <p>Access to the River Avon valley through Chippenham will be improved. Extension of the open space along the river to the east of Chippenham, as well as to the south. Combined with the historic centre, the market, pleasant parks and open spaces, this will create a thriving artery and distinctive</p>

	<p>identity for the town. It will also be managed to allow better use as informal open space for leisure, to deliver ecological improvements as well as ensuring surface water management adapts to the effects of climate change.</p> <p>There are opportunities to improve the green corridor links between the town and Calne and nearby villages including Lacock, Tytherton Lucas and Bremhill to encourage active travel routes.</p> <p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure 10 below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure 11 below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned</p> <p>There is a need for more allotments.</p>
<p>Sport and Leisure Facilities</p>	<p>At Chippenham there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Chippenham is currently well provided for in terms of sports pitches. Stanley Park is the likely focus for football provision going forward and has potential for further expansion. If there is major expansion on the M4 side of Chippenham there may be the need to consider another 3GATP at that side of Chippenham or another at Stanley Park • Chippenham Sports Club facilities, especially hockey, will require ongoing improvement and expansion. For Hockey this will require another Artificial Turf Pitch. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to the Olympiad, or future provision of leisure facilities in Chippenham will be informed by this work, which will include planned growth and demand.
<p>Health</p>	<p>There are 4 GP surgeries in Chippenham.</p> <p>Lodge Surgery is being redeveloped internally to support an increasing population. Hathaway Surgery has some capacity for new patients, but other practices do not.</p> <p>Chippenham Hospital has been identified for potential redevelopment or new build to provide additional NHS services in the town.</p>
<p>Housing needs</p>	<p>In the years 2016-2036 the older population is expected to increase by 40% in the 60-74 age group and 97% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 2% and the 15-29 age group</p>

	<p>to decrease by 5%. Finally, the 30-44 age group is expected to increase by 6% and the 45-59 age group to decrease by 13%.</p> <p>Local household income The annual average gross income is £41,900 and the net income after housing costs is £28,000</p> <p>Affordability Ratio (based on 2 bed property) Median price £174,200 Annual gross income £41,900 Affordability ratio 4.76.</p>
<p>The local economy</p>	<p>Chippenham, one of many vibrant market towns, is located with the Swindon and Wiltshire Local Enterprise Partnership (LEP) Growth Zone, which has the highest density of businesses in the LEP area.</p> <p>The market is interested in Chippenham, and there is scope for more land to be allocated. Recent investment by Woods Valladata Group HQ on land at Bumpers Farm.</p> <p>Sites granted planning permission recently include Land at J17, M4 (St Modwen Park) for use class B8 Storage and Warehousing uses.</p> <p>Over the Local Plan period, there is demand for between 12ha and 25ha of employment land in Chippenham, and there is a current supply of 29Ha. In the first five years of the plan period, there is an excess of supply over demand. However, over the full Local Plan period, new allocations may be needed. New allocations should be considered in Chippenham, to meet both market demand and public policy aspirations. There are strong drivers of growth in Chippenham in particular, which is attractive to the market and is a principal town in the Local Plan, so existing sites should be protected, and new allocations considered here.</p> <p>Chippenham remains a healthy town centre, which has been able to adapt to the on-going trends facing the UK retail sector and also the significant changes in out of centre floorspace in the town.</p> <p>The town centre has seen falling vacant retail units alongside changes to the comparison goods and service sectors, which have mirrored the national trend.</p> <p>Given the growing amount of food store floorspace outside of the town centre, the centre will increasingly concentrate upon top-up food shopping trips and there is a need to ensure that the High Street and the two purpose-built shopping areas (Emery Gate and Borough Parade) continue to underpin the health of the centre.</p> <p><u>Convenience goods floorspace</u> There is modest capacity for net additional floorspace. The quality of the convenience retail offer in the town centre has the potential for improvement and it is likely that should the Council permit either or both of the current ALDI and Lidl foodstore applications then the available quantitative capacity will be eliminated.</p> <p><u>Comparison goods floorspace</u></p>

	<p>There is no requirement to plan for net additional floorspace over the plan period. The town has seen considerable change and growth in out of centre retail floorspace over the past decade and whilst this does not appear to have fundamentally affected the health of the town centre in the short term, we consider that the overall retail offer of the town is sufficient not to plan for any net additional floorspace.</p> <p><u>Bath Road car park and adjacent Bridge Centre site</u> Remains the most obvious opportunity to introduce new land uses into the town centre. This area has long been discussed and assessed in terms of the ability to provide new retail and leisure floorspace although various proposals over the past dozen or so years have not come to fruition which are in part due to the ability to provide out of centre comparison goods retail units. Any redevelopment potential will be dependent on: (A) the effect upon car parking capacity in Chippenham town centre; (B) a wider range of land uses being considered (moving away from a retail-led redevelopment in favour of a more balanced mixed-use scheme involving residential uses).</p>
<p>Transport</p>	<p>Key features</p> <p>Chippenham is located adjacent to the A350 primary route corridor which provides north-south links in west Wiltshire to the M4 in the north and A36 in the south. Other main routes include the A4 linking to the west towards Bath and east towards Calne and Marlborough, and the A420 linking to Bristol in the west and Swindon in the east.</p> <p>The above routes are serviced by bus routes with regular 20 minute services to Bath and Swindon with others providing links to other surrounding towns and many neighbouring villages. Chippenham also benefits from a bus station.</p> <p>Chippenham Railway Station, well connected to the town centre, is served by the The Great Western Mainline providing direct rail links to Bath, Bristol and onwards to South Wales in the west and Swindon, Reading and London to the east.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • AM and PM peak hour delays particularly on the A350, A4 and the A420. • Congestion within the town centre at the Bridge Centre gyratory and Park Lane/New Road/Marshfield Road one-way system to the north of the town centre • The A350 around Chippenham carries the highest volume of vehicles and HGVs on Wiltshire's Primary Route Network. <p>Opportunities</p> <ul style="list-style-type: none"> • A new eastern road linking the A4 with the A350 through Rawlings Green and North Chippenham is identified as being required to help address congestion in and around the town centre. A southern distributor road linking the A4 with the A350 at the Lackham roundabout may be required.

- | | |
|--|---|
| | <ul style="list-style-type: none">• The potential options for housing sites for Chippenham are located on the outer edges of the towns. This will require good quality radial cycle routes and safe cycle storage facilities if high levels of mode shift from car to bicycle are to be realised. |
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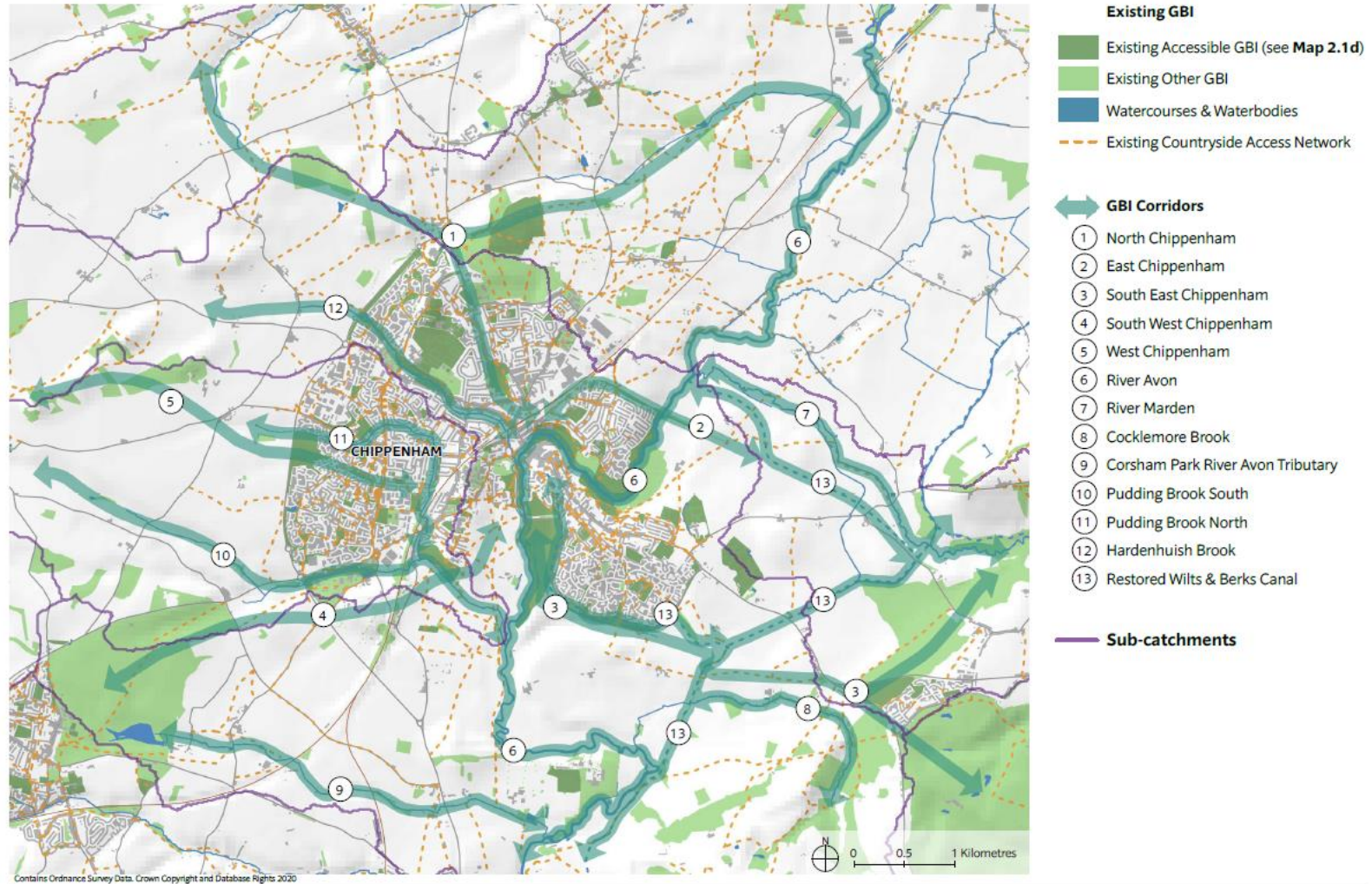


Figure 10 Map showing Chippenham Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

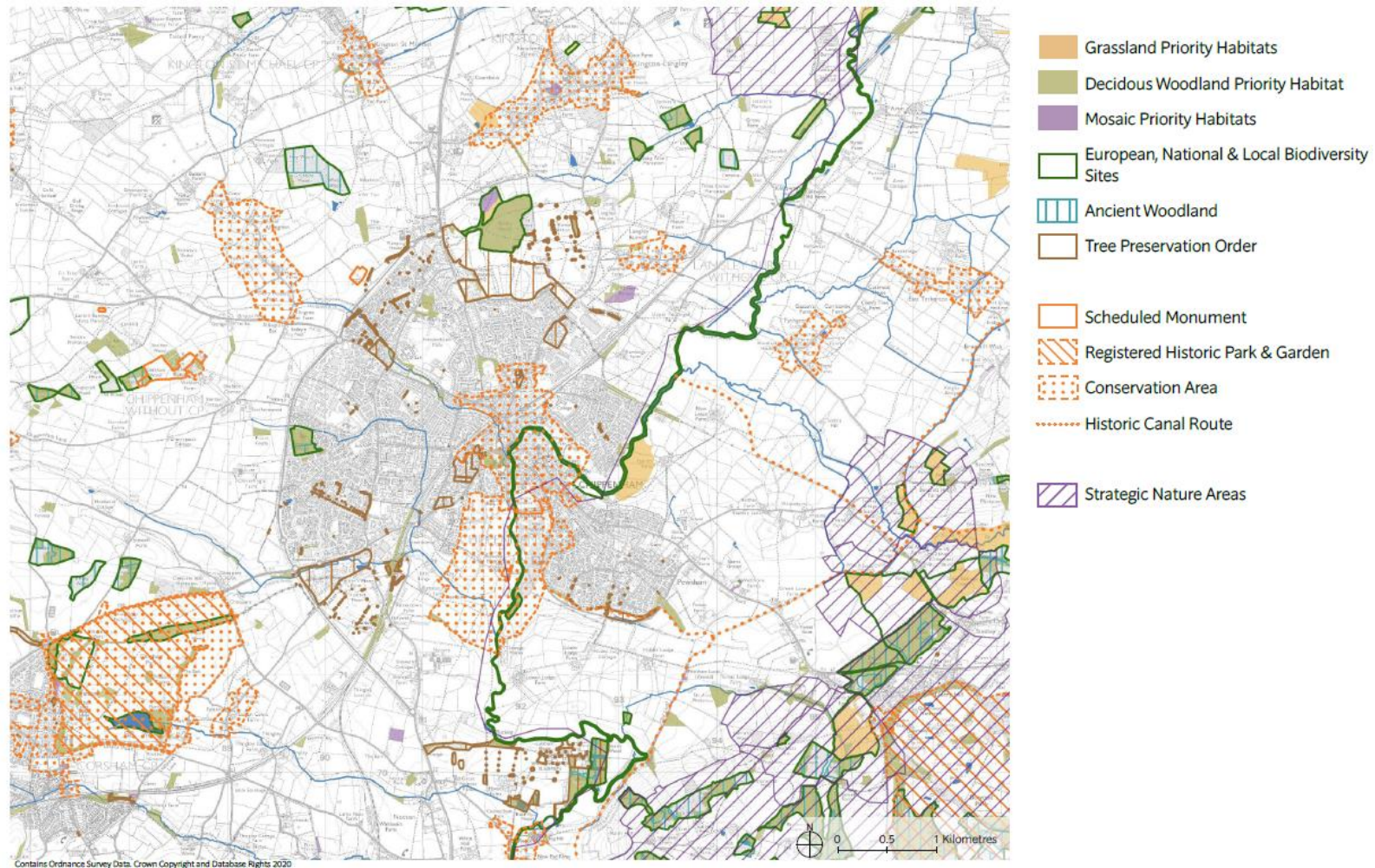


Figure 11 Map showing Chippenham Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Chippenham – Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at preferred greenfield development sites at Chippenham

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing preferred sites that could be appropriate for development around the built-up area of Chippenham. A settlement statement describes how these sites may be developed. The content of this paper explains how this set of sites has been arrived at. The Council consider these sites to be the most appropriate chosen from a pool of reasonable alternatives based on a range of evidence and objectives of the plan.
6. At Chippenham the requirement emerging is for an additional 9,225 new homes over the plan period 2016 - 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Chippenham Site Allocations Plan. Taking account of this amount approximately 5,100 additional homes remain to be planned for over the plan period.
7. How this scale of growth was derived is explained in an Settlement Statement.

Summary of the site selection process

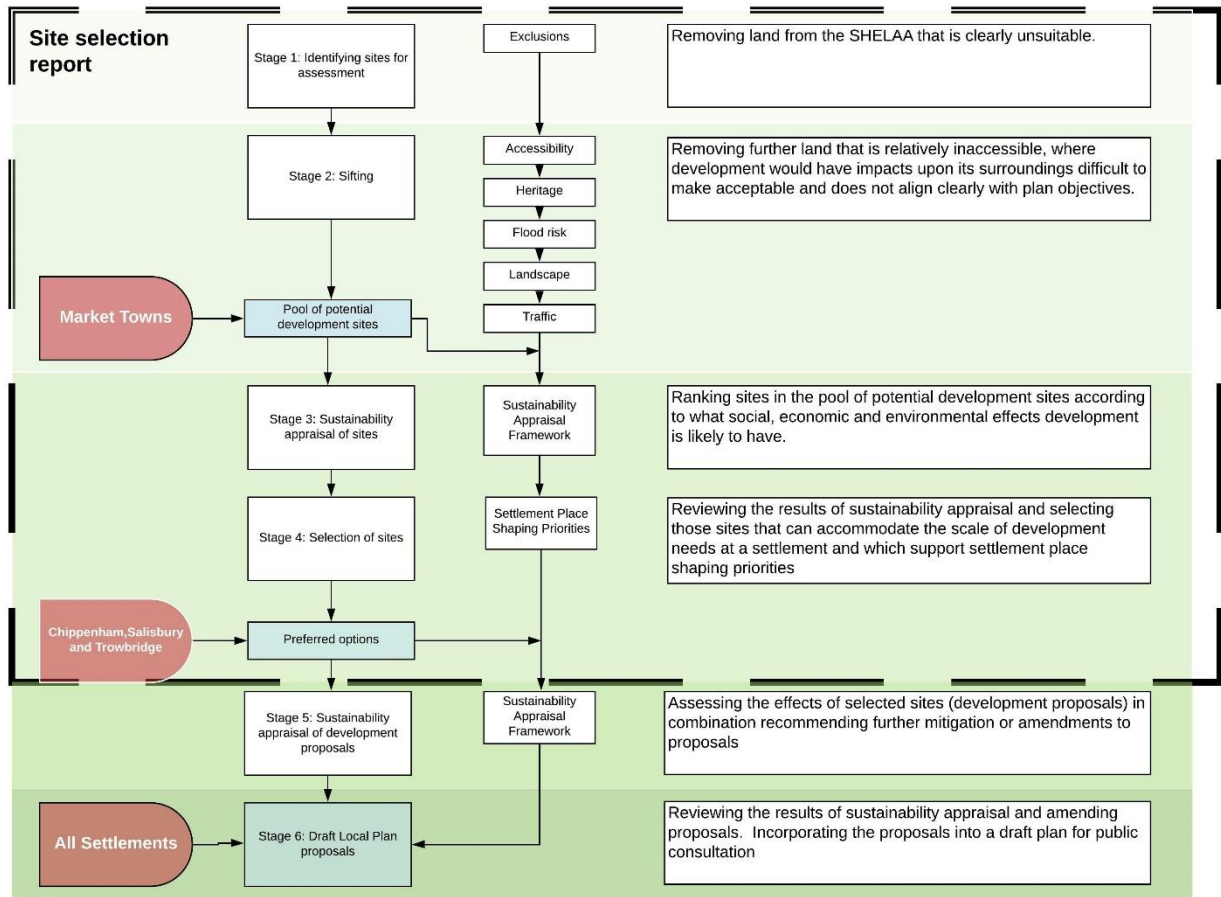


Figure 1: Site Selection Process

The starting point - 'Strategic Housing and Employment Land Availability Assessment'

8. Figure one shows the entire site selection process. This document covers stages 1 to 4.
9. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected². The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council's plan, as well as Parish and Town Council neighbourhood plans³.
10. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 - Identifying Sites for Assessment

11. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

12. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
13. Using a proportionate amount of evidence⁴, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
14. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁵ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁶

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Land parcels may be submitted by landowners and prospective developers at any time. As far as possible the Council has attempted to include all those known to it. Other parcels may not appear in this report because they were submitted after the process commenced. The presence of some parcels may also be incorrect if landowners have not informed the Council that they no longer wish to have their land considered.

³ Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

⁴ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*⁴.

⁵ The role and function of Place shaping priorities is explained in the settlement statement

⁶ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

15. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁷.

Stage 3 - Sustainability Appraisal

16. Each of the sites in this pool is examined in more detail by sustainability appraisal. This appraisal assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with fewer. It also helps to identify what may be necessary to mitigate adverse effects and which measures could increase benefits of development.
17. The most sustainable sites are those most likely to be suited to development.

Stage 4 - Selection of Sites

18. Sustainability appraisal may recommend sites, but it is also important to select sites that support the emerging place shaping Priorities for Chippenham. Carrying out an assessment on the pool of Stage 3 reasonable alternatives constitutes Stage 4.

Next Steps

19. Stage 5 carries out sustainability appraisal on the preferred sites looking at development proposals together and what effects they may have in combination. This may lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development
20. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by formal assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
21. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be made available for consultation.
22. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁷ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

23. This stage starts with all SHELAA land parcels on greenfield land at the edge of Chippenham and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no land has been excluded at this stage.

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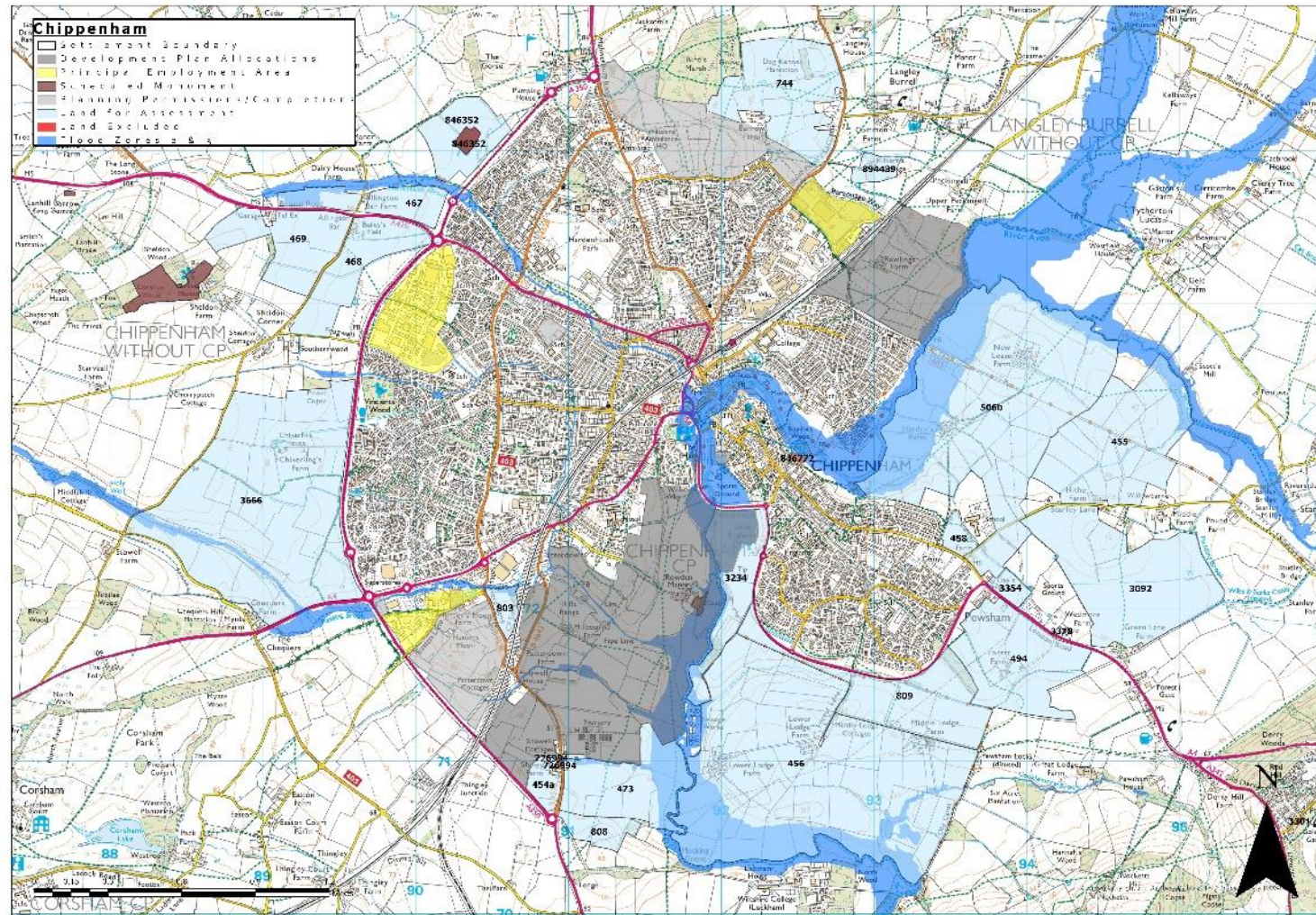


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

24. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

Accessibility and wider impacts

25. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

26. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
27. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
28. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

29. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
30. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
31. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk; although site areas may also contain land in zones 2 and 3. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
32. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
33. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

34. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
35. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
36. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
37. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
38. This strategic context evidence describes the settlement's:
- Long-term patterns of development⁸
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area⁹
39. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
- The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.

⁸ i.e. what has happened to date at the urban area or is planned through extant consents or identified in the development plan.

⁹ i.e. what could happen in the future.

- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

40. Sometimes these influences will not bear on site selection. In other instances, they may be important.

41. A description of the settlement strategic context for Chippenham is shown in the table below:

Chippenham Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>The River Avon is the original and defining feature of Chippenham. The arrival of the railway shifted the focus of the town and saw development north of the railway. Development since has spread the urban area to the A350 which forms a clear boundary to the west of the town. The River Avon along the east of the town is a less strong boundary since the large development of Pewsham. Development extending directly north, and south is underway, and growth is also planned south of the railway on the east of the town.</p> <p>Further development in these directions leads toward outlying villages - Langley Burrell to the north, Lacock to the south and Tytherton Lucas and Bremhill to the east.</p>
Significant environmental factors	<p>The River Avon flows southward through the town joined by the River Marden from the east. Extensive areas abutting the urban area along this side of the town are floodplain.</p> <p>To the west and north, the A350 is a main traffic artery through the County. Much of the route is dual carriageway or reserved for future dualling. Routes into the town are marked by busy roundabouts. There are conflicts with cycle and pedestrians crossing and, environmentally, the road imposes a separation to those living in the countryside beyond. There are also noise and light pollution factors.</p> <p>Birds Marsh Wood County Wildlife Site and village green, and Birds Marsh Meadow County Wildlife Site are located to the north of the town.</p> <p>Land between the North Rivers Route Cycle Path and Tytherton Lucas is recognised in the Bremhill Neighbourhood Plan as a special landscape area for its attractive and undisturbed qualities. Hardens Farm to the east of the River Avon is a listed building.</p> <p>Langley Burrell Neighbourhood Plan includes a landscape policy which seeks to protect the rural character of the landscape, including the aim of retaining the separation between Langley Burrell village and Chippenham. The listed Kilvert Parsonage is also located in this area.</p>

	<p>To the south are Rowden Manor and Lackham House, also significant heritage assets. Part of the River Avon Corridor is included in a Minerals Safeguarded Area.</p> <p>To the west adjacent to the A350 near to Allington Village is an ancient Roman villa.</p>
Scale of growth and strategic priorities	<p>Chippenham is designated as a Principal Settlement. The town is experiencing significant growth. Further growth is now planned.</p> <p>Chippenham has excellent transport links, being in close proximity to the M4, the A350 and is located on the main Bristol to London railway route (Great Western Railway); which makes it an attractive location for economic investment.</p> <p>The Place Shaping priorities identified for Chippenham include providing new employment opportunities to enable people to live and work locally; improving the resilience of the town centre; continuing with improved access to the River Avon valley through Chippenham as an important Green Infrastructure corridor for the town; having a network of well-connected footpaths and cycleways and connectivity for public transport; linking the A4 to the A350 with the provision of a new road; and respecting identities of villages within the landscape setting of the town.</p>
Future growth possibilities for the urban area	<p>There are opportunities for future growth, but some represent a new direction. Combined with the scale of growth intended this indicates a significant impact. Land to the east of the River Avon and south of Pewsham provide ample opportunities for further housing and employment development. Other areas to the north are more limited, and land west of the A350 also provide opportunities for further housing and employment development.</p> <p>Generally, the larger land opportunities will breach the current boundaries of the A350 and River Avon respectively and need new infrastructure to do so.</p> <p>All growth possibilities, no matter what the scale, raise the very strong prospect of significant traffic congestion in and around the town centre. Work on the Chippenham Site Allocations Plan showed that a connection from the A4 and the A350 was essential to the long-term growth future of the town; and safeguarding measures were made within its allocations to allow for future connections to be made.</p>

Combining sites

42. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

43. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
44. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site	Accessibility	Floodrisk	Heritage	Landscape	Traffic	Taken Forward	Reasons
506b	Land at East of Chippenham (Hardens Farm and New Lease Farm)						✓	<p>This site is located east of Chippenham. It has average accessibility to local facilities. A small part of the site is affected by pluvial flooding associated with the River Avon and surface water flooding around Hardens Farm and further east. Management measures are achievable.</p> <p>The site would be visible from the Monkton Park housing estate and the neighbouring hamlet of Tytherton Lucas as well as the various isolated farmsteads along Stanley Road. The site contains designated and non-designated heritage assets Development could have an impact on historic assets: setting of Grade II listed Hardens Farm, Tytherton Lucas Conservation Area and non-designated New Lease Farmstead.</p> <p>The site, to the east of the River Avon, would represent a fresh direction for expanding the urban area.</p>

									Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.
455	Land to the North of London Road and West of Stanley Lane							✓	<p>This site is located to the east of site 506b (East of Chippenham). It borders Stanley Lane and has average accessibility to local facilities.</p> <p>The River Marden is situated to the north of the site. As a result, there is a fluvial flood risk, particularly at the top of the site. A small part of the site has been subject to historical flooding. Management measures are achievable. There is a surface water flood risk, in the centre of the site and downstream of the North Wiltshire River Cycle route.</p> <p>The site would be visible from Stanley lane and the neighbouring hamlet of Tytherton Lucas as well as the various isolated farmsteads along Stanley Road.</p> <p>Development would have some impact on settings of Grade II listed Hither Farm and Middle Farm. This impact would significantly increase in combination with Site 3092.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>
458	Land to the South West of Abbeyfield Secondary School							✓	<p>This site is located between Abbeyfield School and the existing settlement boundary. It has good accessibility to local facilities in Pewsham and the town centre.</p> <p>There are views from the edge of Monkton Park housing estate across the site to the Avon river valley.</p> <p>There will be some impact on the setting of the Grade II listed Gate Farmhouse located east of the site on the corner of Stanley Road and London Road. In terms of flood risk, the only issue with the site is surface water flooding, for which management measures are straightforward.</p>

								Take forward for further consideration. This is a smaller site, which does not appear to have any overriding significant impacts that justify excluding the site at this stage.
3354	Jeys Farm, Pewsham						✓	<p>This relatively small site is located to the east of Chippenham on the edge of the town near Stanley Lane and adjacent to the A4 and adjacent to sites 455 and 458. It has good accessibility to local facilities There is some surface water risk around the northern boundary of the site. Management measures are straightforward. There is no impact on heritage assets.</p> <p>Take forward for further consideration. This is a smaller site, which does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
3092	Forest Gate Farm						✓	<p>This site is located east of Chippenham between Stanley Lane and the A4. It has average accessibility to local facilities. The only flood risk associated with the site is surface water flooding, which is widespread across the site, but particularly toward the south of the site around Green Lane Farm. Management measures are achievable. Development will have some impact on Grade II listed Hither Farm and Middle Farm. Impact significantly increased in combination with Site 455. Southern edge adjacent to route of former canal. Possible impact on setting of the Grade II* listed Bowood Registered Park and Garden. Impact on separate character of Old Derry. The site would be highly visible from Stanley Lane and the various isolated farmsteads along it. There are also distant views to Derry Hill to the South East. There is good access to the A4. The site in combination with site 506b and 3092 provides the opportunity for a new eastern link road to link the A4 with the A350 if required.</p> <p>Take forward for further consideration. This site does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>

<p>3378</p>	<p>Land adjacent to 3 Spires View</p>		<p>X</p>	<p>This is a small site located to the east of Chippenham adjacent to the A4. It has good accessibility to local facilities in Pewsham and in the town centre. Flood risk is low. Management measures are straightforward and there is no reduction in the site capacity. There is considered to be no harm to heritage assets. The site is well screened from A4 London Road and distant views to Derry Hill, Nocketts Hill, and Naish Hill to the South and South East.</p> <p>The site is small and is not considered to be strategic. It is accessible from the A4 but is not immediately adjacent to other sites being promoted in the area and so cannot be considered in combination with one or more of them.</p> <p>Exclude from further consideration because of its size and isolation.</p>
<p>456</p>	<p>Land South of Pewsham</p>		<p>✓</p>	<p>This site is located south of Pewsham, east of the River Avon and extends towards Lacock. Part of the northern boundary is near to the A4, although it is separated by a strip of land belonging to site 809. It has average accessibility to local facilities. Historical flooding has taken place, to the south of the site associated with the River Avon. There is also a surface water flood risk associated with the River Avon tributaries. Consequently, the site has a medium risk of flooding. Management measures are achievable. There are some less than significant heritage impacts. The southern half of the site has a potential impact on setting of Grade II listed Lackham House and its designed landscape. The North-west side of the site impacts on Rowden Conservation Area. This is a large site that would have a visual impact on the Avon Valley and Lackham College. The site will be open to distant views from the hills to the south and south east.</p>

								<p>The site in combination with site 809 provides the opportunity for a new southern link road between the A4 and the A350 if required.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
809	Lane South of Pewsham Way						✓	<p>This site is located south of Pewsham. It borders the A4 road and is between sites 494 and 456. It has good access to the A4. It has average accessibility to local facilities.</p> <p>There is a medium flood risk, associated with surface water flooding towards the east of the site. This may be a capacity issue with water passing under the main road and holding back into this site. Management measures are achievable. There is no harm to heritage assets, although there is a contribution of the landscape setting to the Grade I listed Bowood Registered Park and Garden and impact on settings of non-designated farmsteads.</p> <p>The site has open views from Pewsham Way and the south of the site will be open to distant views from the hills to the south and south east. Eastern edge is adjacent to route of former canal.</p> <p>Take forward for further consideration. This site does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
494	Forest Farm						✓	<p>This site is located south east of Pewsham and is adjacent to the A4 road. It has good access to the primary route network. It has average accessibility to local facilities.</p> <p>Flood risk is rated good, although there is evidence of surface water flooding. Management measures are straightforward.</p> <p>There is less than substantial harm to heritage assets. There is the possibility of impact on setting of Grade I listed Bowood Registered Park and Garden, Grade II listed Pewsham House and non-designated heritage farmsteads.</p>

								<p>The site is highly visible from A4 London Road with distant views to Derry Hill, Nocketts Hill, and Naish Hill to the South and South East. Mitigation is possible. The site in combination with site 809, 494, and 473 provides the opportunity for a new southern link road between the A4 and the A350 if required.</p> <p>Take forward for further consideration. The site does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
3234	Patterdown / Rowden						✓	<p>This site is located south of Pewsham between the River Avon and Pewsham Way. It has good access to the primary route network. It has good accessibility to local facilities in the town. There is a risk of surface water flooding and pluvial flooding as a result of its location adjacent to the River Avon. . Historical flooding has affected some of the site. Management measures are straightforward.</p> <p>The site is considered to have less than significant impact on heritage assets. There will be some impact on Rowden Conservation Area and setting of Grade II and II* listed buildings and scheduled moated site at Rowden Manor.</p> <p>The landscape impacts are acceptable with some mitigation. The site is well screened from Pewsham way with good tree and hedgerow cover. There are middle distance views to the West across the Avon Valley to the Community Hospital site and adjacent residential areas. Mortimer's Wood Nature Reserve is in the southern portion of the site.</p> <p>The site in combination with site 809, 494, and 473 provides the opportunity for a new southern link road between the A4 and the A350 if required.</p> <p>Take forward for further consideration. The site does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>

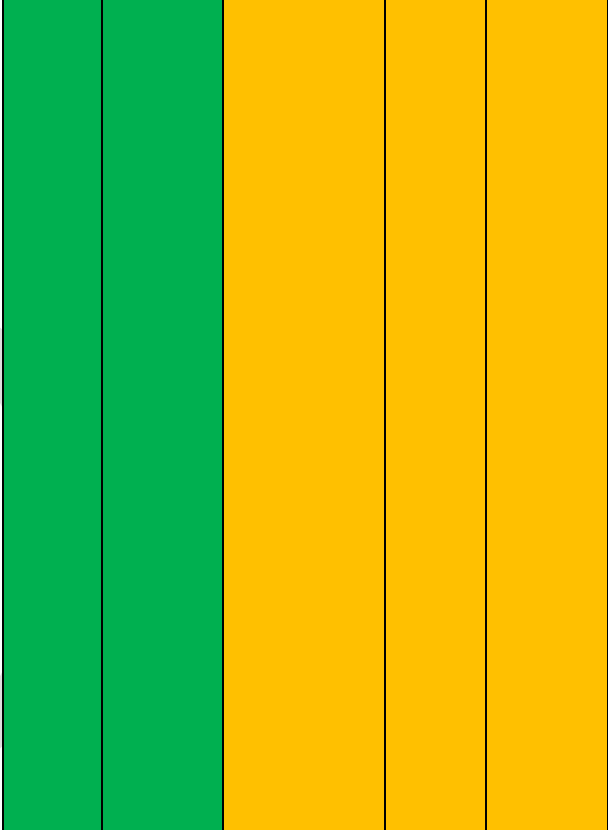
473	Land Opposite Showell Farm						✓	<p>This site is located immediately south of the South West Chippenham site which is an existing allocation and has planning permission. Accessibility to local facilities is average and the site has good access to the A350 and B4528. This site has a medium flood risk due to the proximity to the River Avon and the historical flooding which has taken place on the eastern side of the site. There is a risk of surface water flooding on part of the site and this site carried the highest groundwater risk which can be overcome. The site is considered to have less than significant impact on heritage assets. Grade II listed Showell Farm is a large multi yard farmstead with good survival of significant buildings. Whilst currently well screened from views to the A350 any access from this road onto the site is likely to significantly degrade this. The site in combination with site 456, 494 and 809 provides the opportunity for a new southern link road between the A4 and the A350 if required. Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
454a	Showell Farm						✓	<p>This site is located immediately south of Showell Farm employment site which is an existing allocation and has planning permission. Accessibility to local facilities is average and the site has no significantly harmful effects on congested roads. The site is classed as having medium flood risk., whereby management measures are achievable, and/or the site capacity is likely to be reduced to accommodate them. This site as affected by high groundwater risk and also the surface water risk within the site. The site is very exposed to views from the A350 which would require significant mitigation in order not to detract from the predominantly rural setting and middle distant broken views of the hills beyond.</p>

								<p>Showell Farm is a large multi yard farmstead with good survival of significant buildings. If this site were developed, in combination with sites 473 and 726994 sites development wrap around farmstead causing complete loss of setting. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be very difficult.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
726994	Barn At, Showell Farm , Showell, Chippenham, Wiltshire, SN15 2NU						✓	<p>This site is located immediately south of Showell Farm employment site which is an existing allocation and has planning permission. Accessibility to local facilities is average and the site has no significantly harmful effects on congested roads.</p> <p>The site is classed as having medium flood risk, whereby management measures are achievable. This site as affected by high groundwater risk and the surface water risk within the site.</p> <p>The landscape impacts are acceptable with some mitigation. Showell Farm is a large multi yard farmstead with good survival of significant buildings. If this site is developed, in combination with 473 and 726994 sites development wraps around farmstead causing complete loss of setting. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be very difficult.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>

<p>803</p>	<p>Land at Chippenham Business Park adjoining Saltersford Lane</p>		<p>✓</p>	<p>This site is located south of Methuen Park between Hunters Moon and the railway line. Accessibility to local facilities is good and the site has no significantly harmful effects on congested roads.</p> <p>The site is rated as having good flood risk impacts. The key impacts are Groundwater / Surface Water and recorded flooding risks. The groundwater risk is the highest possible but can be mitigated. The surface water risk is predominantly located at the far north and south of the site. The recorded historical flooding is also situated at the top of the plot and associated to the nearby watercourse. Management measures are achievable.</p> <p>There is no harm to heritage assets. Grade II listed Patterdown Farm is physically and visually separated by railway embankment.</p> <p>The site is generally well screened from view with the railway embankment as a green infrastructure corridor running along its eastern boundary. Whilst there are some gaps along the hedge line along Saltersford Lane these can be dealt with through mitigation.</p> <p>Take forward for further consideration. This is a smaller site, which does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
<p>808</p>	<p>Land East of Access to Lackham College</p>		<p>✓</p>	<p>This site is located south of Showell and the South West Chippenham allocation. The A350 is nearby. Accessibility to local facilities is average and access to the primary road network is good. This site has medium flood risk. This site is at risk of surface water flooding which is located towards the east of the plot and also in the North East corner. Historically, a small part of the site has also flooded due to channel capacity issues from the nearby River Avon. Management measures are achievable.</p> <p>There is no harm to heritage assets.</p> <p>The site is exposed to views from the A350 which would require mitigation.</p>

								Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.
744	Land to the North of Barrow Farm						✓	<p>This site is located to the north of Chippenham and east of Birds Marsh Wood. It is adjacent to the north Chippenham urban extension which is being built out. which has planning permission.</p> <p>Accessibility to local facilities is average, and the site has no significantly harmful effects on any congested roads. The site is classed as having medium flood risk and management measures are achievable, This site has risks from groundwater and surface water flooding, which can be mitigated against.</p> <p>This site will have a less than substantial impact on the settings of listed buildings including Barrow Farm which is within the site and Langley House to the north east of the site.</p> <p>Whilst the southern half of the site is low lying the site rises up to the North east making any development here more incongruous within the predominantly rural context. Development of this site risks coalescence between Chippenham and the village of Langley Burrell.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
894439	Kilverts Parsonage Chippenham Road Langley Burrell SN15 4LE						✗	<p>This site is located north of Chippenham between the Parsonage Way employment site and Langley Burrell village. The site has average accessibility to local facilities</p> <p>The site has flood risk, but management measures are achievable. This site has some groundwater risk which covers the whole area. This too can again be mitigated. There is also surface water flood risk, mostly situated along the north border. Whilst the site is well screened it is relatively isolated physically from the edge of Chippenham. Developing on this single site</p>

							<p>risks coalescence between Chippenham and the village of Langley Burrell.</p> <p>The site is in the immediate setting of Grade II* Kilverts Parsonage house. It is considered that development of this site would have more than substantial harm on this heritage asset. Whilst main front faces west, east elevation is a formal garden front. The visual impact of adjacent development alone would remove understanding as a significant country house in an isolated rural location.</p> <p>Exclude from further consideration primarily on heritage grounds and landscape grounds.</p>
467	Land at West Chippenham - Part A					✓	<p>This site is located immediately west of the A350 and north of the A420 at the roundabout where these roads meet and therefore has good access to these primary road networks. The site has good accessibility to local facilities and is near to congested corridors.</p> <p>In terms of flood risk, this site is rated good, which means management measures are straightforward.</p> <p>The site is generally well screened from adjacent roads by strong field boundaries. Hardenhuish Brook runs to the north of the site which is a green infrastructure corridor. There is the possibility of coalescence with the small rural hamlet of Allington. The site is on the edge of the Allington Conservation Area and development may have an impact on the separate identity of the conservation area.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>

468	Land at West Chippenham - Part B		✓	<p>This site is located immediately west of the A350 and south of the A420 at the roundabout where these roads meet and has good access to these primary road networks.</p> <p>The site has good accessibility to local facilities.</p> <p>The site is rated as having good flood risk impacts. Main risks at this location are the groundwater risk and the surface water risk. The surface water risk is low and isolated towards the north of the site. The groundwater risk is high as it is spread across its entirety. The risk is highest in the north of the site. This can be overcome.</p> <p>The site has less than significant impact on heritage assets. Potential for impact on setting of listed Sheldon Manor group including Grade I listed manor house.</p> <p>The landscape impacts are acceptable with some mitigation. Although the site has well established hedgerow field boundaries these have to a large extent been cut low allow close and middle-distance views of the site from the surrounding countryside. The existing development edge to the east of the A350 is well screened by large scale woodland buffer planting along its edge.</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
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469	Land at West Chippenham - Part C & D		✓	<p>The site is located west of the A350 and there are two parcels of land, either side of the A420. Accessibility to facilities is average. The site has medium flood risk, whereby management measures are achievable. Main issues are focused around groundwater and surface water risk. A surface water risk is focused to the North West area of the site. The site has less than significant impact on heritage assets. There will be some impact on Allington Conservation Area from site to north of A420. Site to south may impact on highly designated group at Sheldon Manor including Grade I manor house. This is a large site that is visually prominent from the A420 Bristol Road where the land rises up from the roadway along with Sheldon Corner where wide-open views over the low-cut hedgerows are visible. Developing this site risks the coalescence of both the hamlet of Allington and the historic farmstead of Sheldon Manor</p> <p>Take forward for further consideration. Does not appear to have any overriding significant impacts that justify excluding the site at this stage.</p>
3666	Land west of Chippenham		✓	<p>This site is located west of Chippenham and the A350 and north of the A4 where the two roads meet. Accessibility to facilities is average and has no significantly harmful effects on congested corridors. This site has medium flood risk. The risks from this site include recorded flood outlines, focused around the north of the site and the North East corner under the A350. The surface water risk at this site key spots could be linked to capacity and following natural flows under the A350. Groundwater risk is fairly consistent across the entire site. Management measures are achievable. Main site would have severe impact on setting of Grade II listed Chiverlins Farm leading to complete loss of agricultural setting. Southern section would impact on the intact Mynte Farmstead group and Chequers Farm. Farmsteads have a fundamental relationship with their surrounding hinterland and mitigation</p>

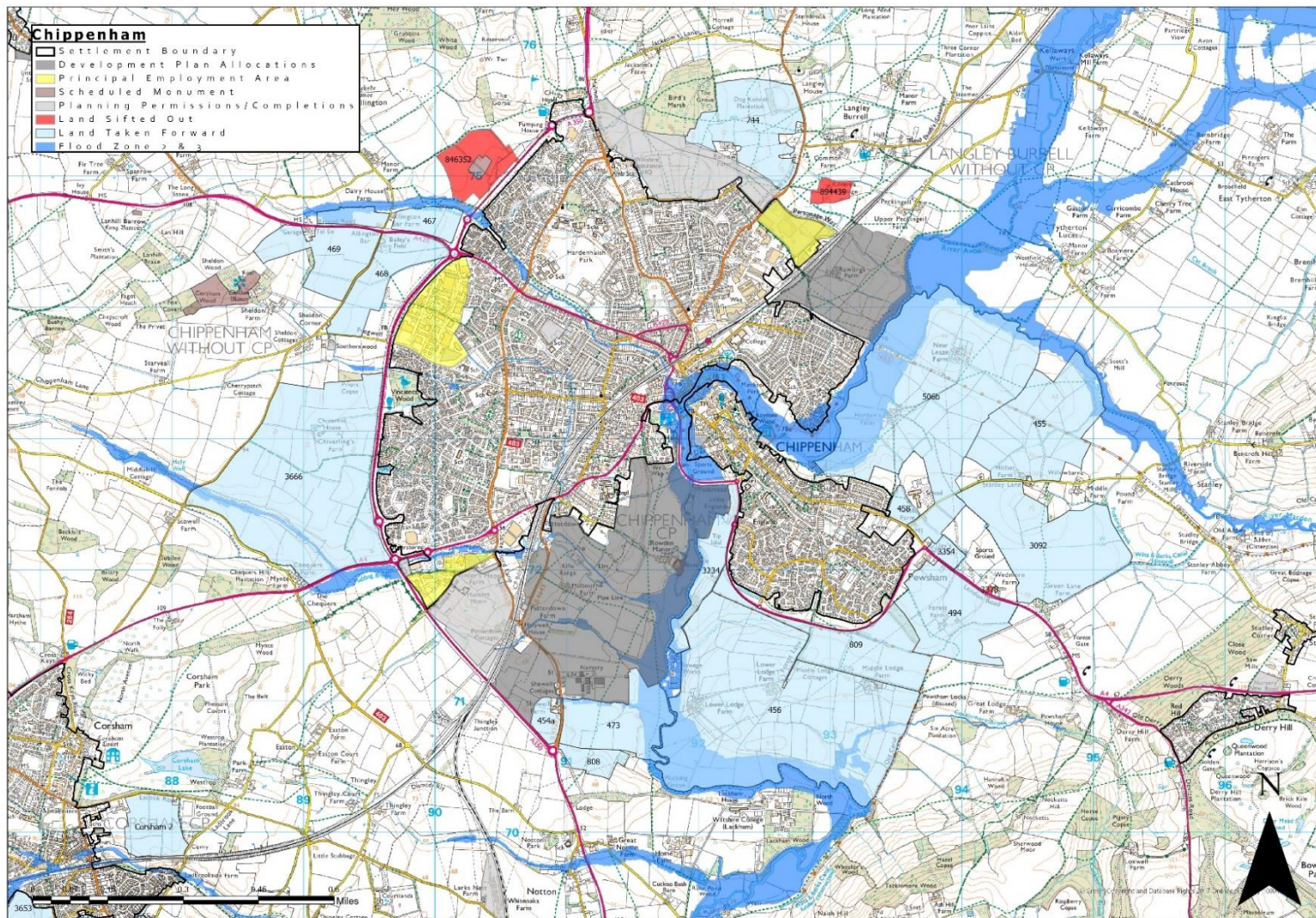


Figure 3 Map showing stage 2 SHELAA land sifting

Stage 3 Sustainability Appraisal

45. The figure below shows the pool of potential development sites that were subject to sustainability appraisal. It will be noted that the pool of sites – the ‘reasonable alternatives’ – is reduced compared to the preceding stage, given that a number of candidates have been removed.

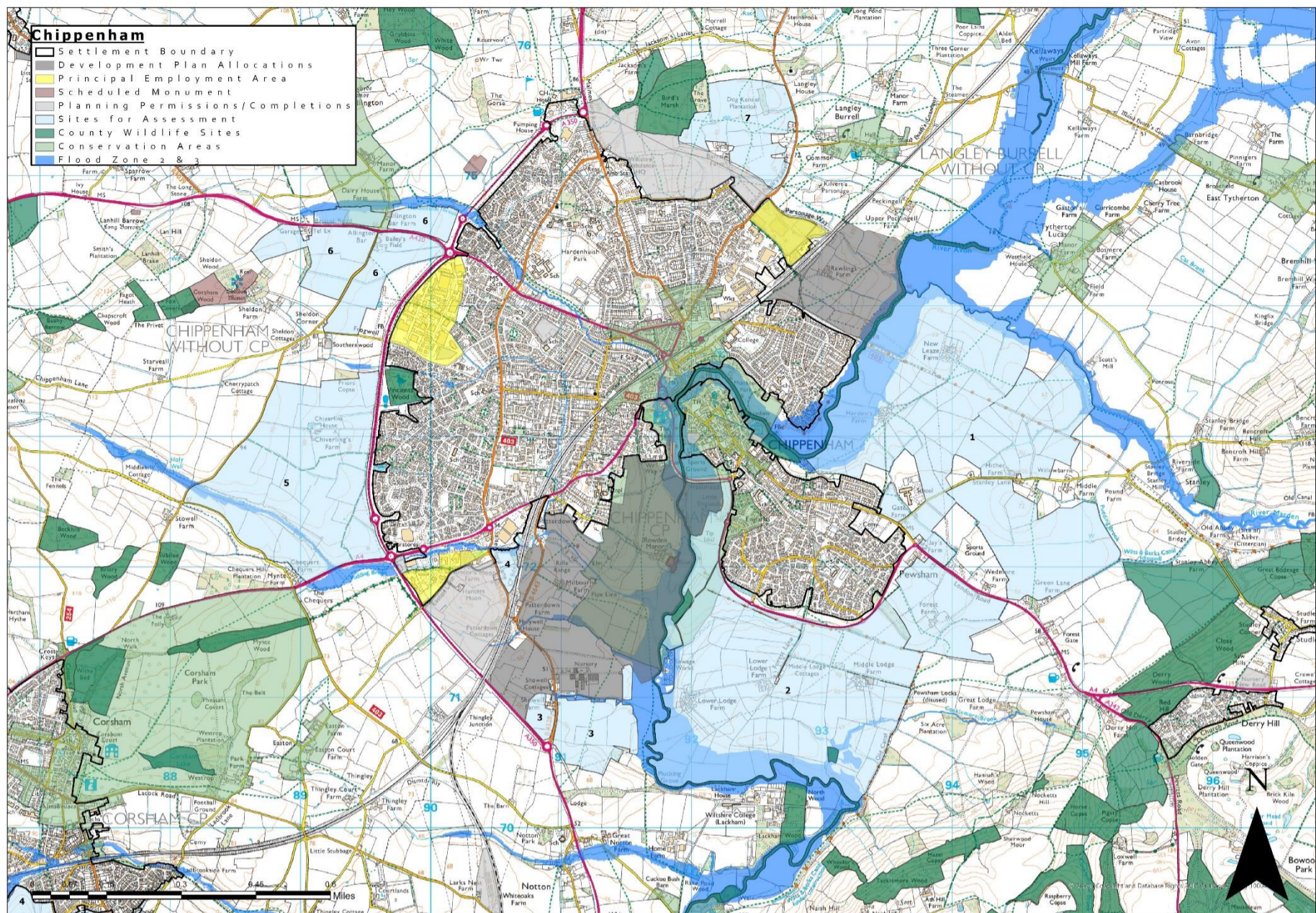


Figure 4 Map showing pool of potential development sites

Methodology

46. A full explanation of the sustainability appraisal methodology is provided in a separate report. This also includes the detailed assessments made of each site (link here). The process is prescribed in regulations and supported by guidance provided by Government.
47. The purpose of the planning system is to contribute to the achievement of sustainable development¹⁰. Achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
48. Sustainability appraisal identifies the likely significant social, economic and environmental effects of the plan, both positive and negative.
49. In summary, the Council has developed a framework of 12 objectives¹¹ that reflect social, economic and environmental aspects and by which the effects from the development of each site can be identified. To understand the effects of development each site has been assessed assuming its own capacity for new dwellings based on a common range of housing density. This is not a prescription for any of the site based on detailed investigation. It is simply a fair and equitable means to make comparisons between the different sites. and used to inform the selection process. The better performing sites can be selected as candidates for prospective development.

Results

50. The conclusions about each of the reasonable alternative sites are shown below, ranked from the most to the least sustainable. The overall appraisal score is shown in column 3 of the table below (as a guide, a score of -1 illustrates the alternative deemed to be most sustainable; -11 the least sustainable).
51. The SA has weighted all ‘objectives’ (shown in the top row, below) equally. There are more environmental objectives than others: scores against this type of objective typically tend to be negative. In addition, it is to be noted that the overall score resulting from the potential development of greenfield sites yields a negative value.
52. Reasonable alternatives are rejected at Stage 3 where the SA concludes that development would result in one or more ‘major adverse effect’ (highlighted in red with a triple negative).

¹⁰ See National Planning Policy Framework, paragraphs 7 to 10.

¹¹ These were developed through a process of scoping and consultation with others, the content of which is provided in a scoping report.


Key to likely
significance of
effects:

Major adverse effect (---) = -3 points
Moderate adverse effect (--) = -2 points
Minor adverse effect (-) = -1 point

Neutral effect (0) = 0 points

Major positive effect (+++) = +3 points
Moderate positive effect (++) = +2 points
Minor positive effect (+) = +1 point

TABLE SHOWING SUMMARY OF ASSESSMENT SCORES LISTED IN ORDER OF SITE SUSTAINABILITY PREFORMANCE (MORE → LESS)

SITE and dwelling capacity range	Sustainability performance (MORE → LESS)	Overall site score (+ position)	SA obj 1 (Biodiversity) overall score	SA obj 2 (Land + soil) overall score	SA obj 3 (Water) overall score	SA obj 4 (Air/poll'n) overall score	SA obj 5 (Climate) overall score	SA obj 6 (Energy) overall score	SA obj 7 (Heritage) overall score	SA obj 8 (Landscape) overall score	SA obj 9 (Housing) overall score	SA obj 10 (Inc comms) overall score	SA obj 11 (Transport) overall score	SA obj 12 (Economic) overall score	Progress to Stage 4?
Site 1 – 6100-8539 dwellings		- 2 (1st)	--	--	-	--	-	+	--	-	+++	+++	--	+++	Yes
Site 4 – 98-179 dwellings		- 3 (2 nd)	--	-	--	-	-	+	-	0	++	+	-	+	Yes
Site 6 – 1698-2375 dwellings		- 4 (3 rd)	--	--	--	--	-	++	--	-	+++	++	-	++	Yes
Site 2 – 6232-8724 dwellings		- 5 (joint 4 rd)	--	--	-	--	-	+	--	--	+++	++	--	+++	Yes
Site 3 – 919-1287 dwellings		- 5 (joint 4 th)	--	--	-	--	--	++	--	-	+++	+	--	++	Yes
Site 7- 1086-1571 dwellings		- 5 (joint 4 th)	--	--	-	--	--	++	--	--	+++	+++	--	++	Yes
Site 5 – 3572-5001 dwellings		- 6 (7 th)	--	--	--	--	-	+	--	--	+++	++	--	++	Yes

53. The detailed assessments for each site are set out in an interim sustainability appraisal report.
54. Potential mitigation measures are listed against each SA objective and are limited at this stage to that which would have a significant bearing on a candidate site's developable capacity.

Stage 4 Selection of Sites

Methodology

55. The purpose of Stage 4 is to undertake further assessment of site options to select a preferred set of site allocations and policy requirements. The purpose is to ensure, if possible, that the more sustainable sites help to deliver strategic priorities.
56. The more sustainable site options resulting from Stage 3 are individually evaluated against the Place Shaping Priorities at each settlement, since it is important to select sites that support locally-specific and important outcomes. An examination of each site option against the emerging Place Shaping Priorities helps determine this and aids the final selection of development proposals.
57. Below the sites are evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). At Stage 4 this helps decide between site options when Stage 3 outcomes can be finely balanced.
58. The SWOT assessment considers the following

	Significant strength and/or opportunity
	No significant SWOTs
	Significant weakness and/or threat

59. Place Shaping Priorities are specific to each settlement; for Chippenham current draft priorities are as follows

Employment (PSP1) To provide new employment opportunities with a strong emphasis on timely delivery to redress the existing levels of net out-commuting within the town and enable people to live and work locally.

Town Centre (PSP2) Improving the resilience of the town centre by:

- Serving as a centre for sub-regional public services and retaining a mix of national traders and attracting independent traders whose presence will embed its Market Town character.
- Ensuring the Town Centre will be a vibrant meeting place for the community to shop, interact and enjoy their leisure time, and a visitor destination in its own right.
- Preserving and enhancing the special historic character of the Town Centre
- Developing the Bath Road Car park/Bridge Centre site as a mixed-use scheme which complements and enhances the town centre and enabling completion of planned highways improvements

- Continuing to make improvements to Chippenham Railway Station and Cocklebury Road area to attract inward investment to this area;

River Avon (PSP3): To continue with improving access to the River Avon valley through Chippenham as an important green infrastructure corridor for the town.

Active travel (PSP4) Ensuring a network of well-connected footpaths and cycleways and connectivity for public transport across the town, to/from the town centre, and through into the surrounding countryside, so that more people can choose active travel and public transport as a means of getting around

Traffic (PSP5) Linking the A4 to the A350 which will provide for a more resilient local network addressing traffic congestion within the town centre.

Surrounding Countryside (PSP6) Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town.

DRAFT

Results

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
1	1st	Strength	Neutral	Strength	Strength	Strength	Neutral
		<p>Could include employment land as part of a mixed-use development. This would provide employment land on the eastern side of the town, to enable people to live and work locally. Employment opportunities on the site, in the town centre and near the railway station and Cocklebury Road area would be accessible by walking, cycling and public transport. Development of this site may encourage further inward investment in and around the railway station and Cocklebury Road area.</p>	<p>This site is a large site, parts of which are some distance from the town centre. However, there is the opportunity to include paths, cycleways and public transport routes linking with the town centre, enabling people to visit the town centre shops and services., ensuring the town centre continues to thrive and remain vibrant.</p>	<p>The River Avon is to the west of this site and the Country Park established as part of the Rawlings Green allocation is opposite. There is the opportunity to extend the Riverside Country Park and enhance the ecology along the River Avon and provide further opportunities for pathways and cycleways to and from the town centre.</p>	<p>There is the opportunity to include a network of footpaths and cycleways and connectivity for public transport so that more people can choose active travel and public transport as a means of getting around e.g. improved links to and from Abbeyfield School and Stanley Road Playing Fields. .</p>	<p>This site is located to the east of the town and provides the opportunity to include a new eastern link road from A4 to the A350. This will help to address congestion issues in and around the town centre. The site also provides the opportunity to improve the pedestrian, cycling and public transport links between areas to the north of Chippenham (e.g. Monkton Park) and Abbeyfield Secondary School.</p>	<p>Part of this site north of the North Rivers Cycle Route including New Leazes Farm may have an effect on the landscape setting of Tytherton Lucas village. The eastern part of this site may have an effect on the landscape setting of Derry Hill village. A large part of the site falls outside of these areas.</p>
2	joint 4 th	Strength	Neutral	Strength	Strength	Strength	Neutral
		<p>Could include employment land as</p>	<p>This site is a large site, parts of which</p>	<p>The River Avon is to the west of this</p>	<p>This site could include a network of</p>	<p>This site is located to the south of the</p>	<p>Part of the site around Forest</p>

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
		part of a mixed-use development. This would provide employment land on the eastern side of the town and enable people to live and work locally	are some distance from the town centre, however there is the opportunity to include paths and cycleways linking with the town centre, enabling people to visit the town centre, shops and services., ensuring the town centre continues to thrive and remain vibrant, minimising congestion and improving air quality.	site and the Country Park established as part of the South Chippenham (Rowden Park) site on the opposite side. There is the opportunity to extend the Riverside Country Park to provide further opportunities for pathways and cycleways linking the site to the town centre and to enhance the ecology along the River Avon Corridor.	well-connected footpaths and cycleways and connectivity for public transport so that more people can choose active travel and public transport as a means of getting around.	town and provides the opportunity for a new southern link road from A4 to the A350 if required.	Farm may have an effect on the landscape setting of Derry Hill village. A large part of the site falls outside of these areas.
3	joint 4th	Neutral Could include employment land as part of a mixed-use development, which would provide further employment opportunities to enable people to live and work locally but the amount of land this site could provide may not be substantial and other	Neutral This site is some distance from the town centre, however there is the opportunity to include paths and cycleways linking with the town centre, which could provide opportunities for people to visit the town centre ensuring it remains vibrant, minimising	Strength The River Avon is to the east of this site and to the north is the Country Park established as part of the Chippenham Site Allocations Plan is part of the South Chippenham (Rowden Park) site There is the opportunity to extend the	Strength This is a large site where there is the space to include a network of well-connected footpaths and cycleways and connectivity for public transport could be provided across the town, to/from the town centre, and through	Strength This site is located adjacent to the B4528 road and is near to the Lackham roundabout. Land may be required for a southern link road to join up with the A350 at the Lackham roundabout.	Strength This site doesn't have any effect on villages near to Chippenham and their landscape setting.

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
		land would be required.	congestion and improving air quality.	Riverside Country Park which will also provide further opportunities for pathways and cycleways to be established linking the site to the town centre and to enhance the ecology along the River Avon Corridor.	into the surrounding countryside,		
4	2 nd	Weakness This is a relatively small site, which could provide some employment land to complement other sites offer in the town including nearby on the Methuen Business Park., but the amount of land this site could provide may not be substantial and other land would be required.	Neutral The town centre is easily accessible from this site along the A4. and there is the opportunity for people to visit and use the shops and services ensuring the town centre remains vibrant, minimising congestion and improving air quality. However, there are a range of out of town shops near to this site e.g. Bath Road Retail Park and Sainsbury's, Cepen Park which may deter trips to the town centre.	Weakness This site is not located near to the River Avon and so limits the opportunity to improve access to the River Avon valley through Chippenham as an important green infrastructure corridor for the town.	Weakness This site is a small site which is near to the A4 and the railway line. Although there are footways and public transport provided along the A4 and the existing built up area, which can be accessed from the site, the site may not be large enough or suitable to include extensive new links. .	Weakness This site is a small site which on its own won't help to provide for a more resilient local network addressing traffic congestion within the town.	Strength This site doesn't have any effect on villages near to Chippenham and their landscape setting.

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
5	3 rd	Strength	Neutral	Weakness	Neutral	Weakness	Strength
		Could include employment land as part of a mixed-use development. to enable people to live and work locally. The site benefits from a location adjacent to A350 which is an important economic corridor. However, the A350 is also a barrier to linking any development with the town and providing opportunities for people to travel to the site from elsewhere in Chippenham by foot or bicycle in particular.	The town centre is accessible via the A350/A4, but as this site is on the western side of the A350, there would be significant severance for pedestrian and cyclist trips to the town centre which may restrict visits to the town centre shops and services or it may encourage car based trips to the town centre, both of which could have a negative impact on the vibrancy of the town centre, traffic congestion and air quality. There are shops and facilities in the Cepen Park, Bumpers Farm, and Bath Road areas which also may deter trips to the town centre.	This site is not located near to the River Avon and it doesn't provide the opportunity to improve access to the River Avon valley through Chippenham.	This site is located adjacent to the A4/A350. This is a large site where there is the space to include a network of well-connected footpaths and cycleways and connectivity for public transport could be provided. However, the site is located on the western side of the A350 and the A350 is a barrier to linking development with the town which may deter people from making trips by foot and bicycle in particular. .	This site is located adjacent to the A4/A350. It doesn't provide any opportunities to provide for a more resilient local network addressing traffic congestion within the town.	This site doesn't have any effect on villages near to Chippenham and their landscape setting.
6	joint 4 th	Strength	Neutral	Weakness	Neutral	Weakness	Neutral
		Could include employment land as part of a mixed-use development. to	The town centre is accessible via the A350/A4, but as this site is on the western	This site is not located near to the River Avon and there isn't the	This site is located adjacent to the A4/A350. This is a large site where	This site is located adjacent to the A4/A350. It doesn't provide any	This site may have some impact on the landscape setting

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
		enable people to live and work locally. However, the A350 is also a barrier to linking any development with the town and providing opportunities for people to travel to the site from elsewhere in Chippenham by foot or bicycle in particular.	side of the A350 there would be significant severance for pedestrian and cyclist trips to the town centre which may restrict visits to the town centre shops and services and or it may encourage car based trips to the town centre, both of which could have a negative impact on the vibrancy of the town centre, traffic congestion and air quality There are shops and facilities in the Cepen Park, Bumpers Farm, and Bath Road areas which may deter trips to the town centre.	opportunity to improve access to the River Avon valley through Chippenham.	there is the space to include a network of well-connected footpaths and cycleways and connectivity for public transport could be provided. However, the site is located on the western side of the A350. and the A350 is a barrier to linking development with the town which may deter people from making trips by foot and bicycle in particular. .	opportunities to provide for a more resilient local network addressing traffic congestion within the town.	of Allington village.
7	7 th	Strength Could include a mix of employment as part of a mixed use development in order to provide employment opportunities to enable people to live and work locally.	Strength This site is to the north of the town and could provide opportunities for people to visit and use the facilities available in and around the town centre and enable	Weakness This site is not located near to the River Avon and doesn't provide the opportunity to improve access to the River Avon valley through Chippenham.	Strength This is a large site where there is the space to include a network of well-connected footpaths and cycleways and connectivity for public transport could be provided.	Weakness This site would be accessed via the Northern distributor road being provided as part of the North Chippenham development and wouldn't provide any further opportunities	Weakness This site could have an impact on the landscape setting for Langley Burrell. The entire site is located with the landscape setting of the village.

Site	SA Rank	PSP1 Employment	PSP2 Town Centre	PSP3 the River Avon Corridor	PSP4 Accessibility	PSP5 New infrastructure	PSP6 Surrounding Villages
			the town to remain vibrant, improve congestion and air quality.			to provide for a more resilient local network addressing traffic congestion within the town.	

DRAFT

Conclusion

60. At Stage 3, the Sustainability Appraisal ranked the sites in the following order:

Likely significant issues include:

- given the significant size of this site, there will be a significant loss of greenfield, agricultural land of medium quality
- the scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration.
- the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development
- the potential to impact on a range of designated and non-designated assets.
- likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure
- there is no capacity within existing schools. Abbeyfield secondary school is well connected to this site, but there is no existing capacity to accommodate development beyond that already planned.
- a likely significant impact on the local highway network, which cannot currently be accommodated. Would require delivery of significant road infrastructure to link with strategic allocation to the north and A4 to the south
- Major benefits for local economy through housing, employment, short-term construction jobs, increased local workforce, potential energy generation, new services and facilities, new road infrastructure.
- Minor or neutral effects are likely for biodiversity, water resources, climate change, energy, landscapes

Site	SA Ranking of Sites	Comments
1	1 st	Site 1 is considered the most sustainable site when assessed against the 12 SA objectives and when compared against all other sites
4	2 nd	This is a relatively small site – there are few constraints and mostly minor effects are likely. No major adverse effects (where mitigation is considered unachievable) are likely: <ul style="list-style-type: none"> • Pudding brook (a minor watercourse) runs through the north of the site and the railway line abuts the eastern edge of the site. Both these features have significant function for biodiversity as commuting and foraging corridors between other habitat areas in the wider landscape • Minor or neutral effects are likely for biodiversity, land and soil, environmental pollution, climate change, energy, heritage, landscapes, inclusion, transport and economy
6	3 rd	No major adverse effects (where mitigation is considered unachievable) are likely Likely significant issues include <ul style="list-style-type: none"> • there will be a significant loss of greenfield, agricultural land of medium quality.

		<ul style="list-style-type: none"> • the site is covered entirely by Source Protection Zone 2 • the scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration. Its location means it is likely to be more car dependant than other sites closer to Chippenham and there are likely greater effects of light pollution on surrounding rural areas • the site could support some energy generation from renewable and low carbon sources but it is also smaller than some other sites such that significant investment in the grid would not be required • likely significant impacts on the rural identity of Allington and Allington Conservation Area and on the highly designated group of buildings at Sheldon Manor • likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • there is no capacity within existing schools. New schools required. • Is accessible from the A350 and A420 giving good access to motorised transport, but it is on the western side of the A350 resulting in significant severance for pedestrian, cyclist and railway mode shares • could provide new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure. It is very well related to the A350 and the A420 and could help support nearby Bumpers Farm Industrial Estate • Minor or neutral effects are likely for biodiversity, climate change and landscapes
2	4 th (joint)	<p>No major adverse effects (where mitigation is considered unachievable) are likely</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • priority areas of biodiversity sensitivity are the River Avon CWS and Cocklemore Brook, Lackham Wood CWS (to immediate south of site) and remnants of the Wilts & Berks Canal route along the eastern edge of the site • likely significant adverse effects given the significant size of site and likely scale of loss of greenfield, agricultural land of medium quality, and likely mineral sterilisation that would occur • scale of likely development will inevitably significantly increase levels of environmental pollution. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development. The site is in proximity to working farms and Sewage Treatment Works which could be sources of odour • likely significant impacts on Rowden Conservation Area, Lackham House and its designed landscape and setting of Grade II and II* listed buildings and scheduled moated site at Rowden Manor • there is a strong sense of separation from the existing urban area created by the network of mature woodland, riparian vegetation and field boundary hedgerows. The features contribute to the moderate scenic quality particularly associated with the river corridor • likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • there is no additional capacity at existing schools due to planned development. There would be a requirement for seven new 2FE primary schools on sites of at least 2ha. Additionally, at the higher end of the range would require a new 9FE secondary school, alongside post 16 provision

		<ul style="list-style-type: none"> • a significant amount of new road and sustainable transport infrastructure will be required. Site of this size would need access to two different road networks. Limited opportunity to tie into infrastructure delivered with the Rowden Park development due to landscape and flood zone buffers. Would require access to A350 in west via Site 3. • Major benefits for local economy through housing, employment, short-term construction jobs, increased local workforce, possible energy generation, new services and facilities, new road infrastructure • Minor or neutral effects are likely for water resources, climate change, energy
3	4 th (Joint)	<p>No major adverse effects (where mitigation is considered unachievable) are likely. Likely significant issues include:</p> <ul style="list-style-type: none"> • No major adverse effects (where mitigation is considered unachievable) are likely • the Bristol Avon River County Wildlife Site runs along the eastern boundary of the site and the railway corridor runs along the western edge. Both corridors provide commuting and foraging for a range of wildlife species and connectivity between different areas of habitat in the wider landscape • Development would likely lead to a significant loss of the highest quality agricultural land • the eastern third part of the site lies within the Bristol Avon sand and gravel Mineral Safeguarding Area - the potential resource would likely be substantially sterilised • this site extends out into open countryside south of Chippenham. The scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration • Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development • the site is also close to sewage treatment works so there may be odour implications which will need to be investigated by the developer • areas of significant and moderate fluvial flood risk are associated with the River Avon to the east of the site and flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere • there are likely significant impacts on the Grade II listed Showell Farm and farm buildings (some individually listed) and the approach to the Grade II Lackham country house and Grade II lodge. The site has features of associated with a Roman settlement • Likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • there is no additional capacity identified at existing schools due to planned development. • the site has good accessibility via the A350 and B4528 suggesting that the site would be able to support existing employment land to the south-west of Chippenham but it is less likely to be able to support new on-site employment land alongside housing • Minor or neutral effects are likely for biodiversity, water resources, landscapes and inclusion

7	4 th (Joint)	<p>No major adverse effects (where mitigation is considered unachievable) are likely</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • Birds Marsh Wood County Wildlife Site (CWS) is adjacent to the site. This area is significant and is likely to be particularly sensitive to change • Delivering appropriate densities could be problematic given its location in such close proximity to Birds Marsh Wood and extending out into open countryside to the north and east towards Langley Burrell • Development of this large site would therefore lead to a significant loss of higher quality agricultural land • significant air quality impacts likely in an environmentally sensitive location and significant impacts likely on Birds Marsh Wood from noise and light pollution • this is a smaller site which should produce fewer emissions, but the entire site is identified as having a moderate risk due to high groundwater levels. High groundwater levels could impact on infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required • there are likely significant impacts on Grade II Barrow Farmhouse, Barrow farm Cottages, Pound House and Old School House, also Grade II* Langley House and Grade I Church of St Peter. Indirect impacts on Langley Burrell CA and Kington Langley CA. The cumulative impact in combination with the North Chippenham development would be severe. • the site has a predominantly rural character. The pattern of vegetation creates a wooded approach to Chippenham from the north that contributes to a strong sense of separation between Chippenham and outlying rural settlements of Kington Langley and Langley Burrell. There is potential for built form to be intrusive in the rural landscape setting where it breaks wooded skylines and extends the urban edge, reducing separation between Chippenham, outlying rural settlements and Bird's Marsh Wood • it is likely that in meeting the upper end of these needs a new primary school would be required on a site of at least 2ha. Financial contributions would be required to support off-site provision of secondary schooling • development would be reliant upon the delivery of the adjacent development site to the south, its associated link road between Malmesbury Road roundabout (A350) and Mauds Heath Causeway and the extended HIF Relief Road. There are significant concerns around the capability of the Malmesbury Road Roundabout improvements to accommodate additional development • Minor or neutral effects are likely for water resources
5	4 th (Joint)	<p>Site 5 is considered the least sustainable site when assessed against the 12 SA objectives and when compared against all other sites, however, no major adverse effects (where mitigation is considered unachievable) are likely</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • likely significant scale of loss of medium quality agricultural land, and likely issues delivering appropriate densities in a location west of the A350, extending out into open countryside, where there is no other development

		<ul style="list-style-type: none"> • moderate adverse effects given the increased demand on water resources and that the site is entirely covered by Source Protection Zone 2 • scale of development on a site of this size will inevitably significantly increase levels of environmental pollution. Likely to significantly increase pressures on the local road network through proximity to A350 and A4. May result in significant severance for pedestrian, cyclist and railway mode shares whilst increasing car related air pollution • likely significant impacts on Grade II listed farmhouses and farmsteads (Chiverlins Farm, Mynte Farm and buildings, Chequers Farm) and impacts on Corsham Grade II* RPG • there is a strong sense of separation from the urban area due to the enclosed field pattern, linear and riparian woodland, and robust roadside buffer along the eastern side of the A350. The site is of generally medium-high landscape sensitivity to housing development, with areas of higher sensitivity on rising, open land to the west of the site and to the southwest overlooking the A4 towards elevated areas of Corsham Court's designed parkland • likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • significant benefits for reducing social inclusion but site is not located within an area subject to high levels of deprivation • at the higher end of the range of dwellings four 2FE primary schools would be required on sites of at least 2ha. In meeting the need of secondary school places, a new school is likely to be required. A new on-site secondary school is unlikely to be well connected to the existing settlement due to the situation of the A350 on the eastern site boundary. Alternatively, financial contributions could be sought to support additional places at a new school in the town • development on this scale is considered likely to significantly increase pressures on the local road network. The site would be very accessible from the A350 and A4 giving good access to motorised transport, but it is on the western side of the A350 resulting in significant severance for pedestrian, cyclist and railway mode shares • moderate positive effects – opportunity to incorporate a mix of uses on this site. Capable of helping support existing employment areas, such as Methuen Park and Bath Road Industrial Estate • Minor or neutral effects are likely for biodiversity, climate change and energy
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61. Site 1 performs strongly in both housing and employment objectives, but overall the differences between sites are graduated without any one being marked. Three of the seven sites are assessed as overall having similar scale effects. All the sites have adverse climate change and air quality effects that are either minor or moderate. Sites 4 and 6 perform slightly better. Site 2, like site 1, though overall assessed to be slightly less sustainable performs stronger under the employment objective.

62. At Stage 4, the sites were assessed against the emerging Place Shaping priorities, the outcome of which has resulted in changes in the ranking of the sites compared to the SA:

Site	Stage 4 Ranking of Sites	SA Ranking of Sites	PSP1	PSP2	PSP3	PSP4	PSP5	PSP6	Change from SA Ranking
1	1st	1st	✓	✓/x	✓	✓	✓	✓/x	No Change
2	1st (Joint)	4th (Joint)	✓	✓/x	✓	✓	✓	✓/x	↑
3	1st (Joint)	4th (Joint)	✓/x	✓/x	✓	✓	✓	✓	↑
7	4th	4th (Joint)	✓	✓/x	x	✓	x	x	No change
5	5th	4th (joint)	✓	✓/x	x	✓/x	x	✓	↓
6	6th	3rd	✓	✓/x	x	✓/x	x	x	↓
4	7th	2nd	✓/x	✓/x	x	x	x	✓	↓

63. Site 1 continues to perform well. the site performs strongly in achieving the Place Shaping priorities. As result, Site 1 is taken forward as a preferred option.

64. Sites 2 and 3 perform much more strongly in terms of achieving Place Shaping priorities compared to sites 4 and 6 and are therefore preferred over them. Even though these latter two sites are assessed to be more sustainable, given the character and marginal differences between all four sites, such a marked, stronger ability for development to deliver strategic priorities, merits sites 2 and 3 being selected ahead of sites 4 and 6.

65. Sites 5 and 7 do not perform well against several of the Place Shaping priorities.

66. The preferred options for development are Sites 1, 2 and 3. The emerging strategy sets a scale of growth over the plan period that requires additional land to be identified for around 5,100 new homes and 5 ha of employment land. For the purposes of sustainability appraisal sites 1, 2 and 3 were estimated to provide in up to 18,550 homes gross (Site 1 up to 8539 houses, Site 2 up to 8724 and Site 3 up to 1287).

67. Site 1 will enable an eastern distributor road to be developed linking the A4 with the A350. Evidence suggests that this road is required to help tackle congestion in the town centre. Hence why it is a Place Shaping priority. However, Sites 2 and 3 are selected as well to ensure that further land is available to deliver enough land to meet housing and employment requirements and if a southern distributor linking the A4 with A350 at the Lackham roundabout is also required alongside the eastern distributor road.

68. All three sites are adjacent to the River Avon corridor and provide the opportunity to enhance the River corridor and also extend the Country Park which is part of the Rawlings Green and South West Chippenham sites. All three sites are large enough to enable links for pedestrians, cyclists and public transport to be incorporated to and from the town centre and further afield.

69. This represents an ample pool of land to meet the scale of growth intended for Chippenham over the plan period. It also provides land on a scale that can support the delivery of necessary transport and other infrastructure.

Preferred Options for Development

70. Further work has examined in more detail what land within these sites can be developed and what land cannot, having regard to constraints and requirements for mitigation. This work results in a schematic masterplan for the distribution of uses within the site. This represents the plan's preferred option.

71. This is an appropriate stage to invite comments about the scale of growth, the direction of the town's expansion and the form and location it should take.

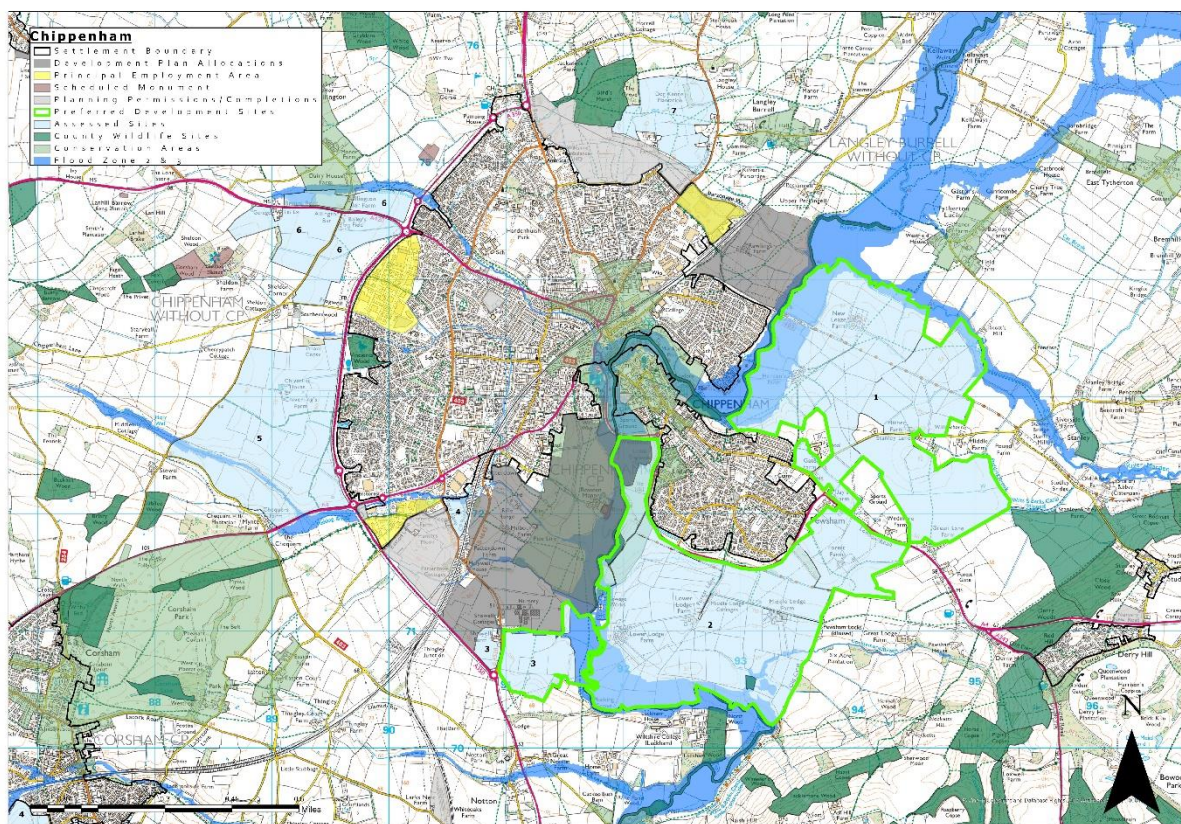


Figure 5 Map showing preferred development options

Wiltshire Local Plan Review

Planning for Malmesbury

Introduction

1. What will Malmesbury be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

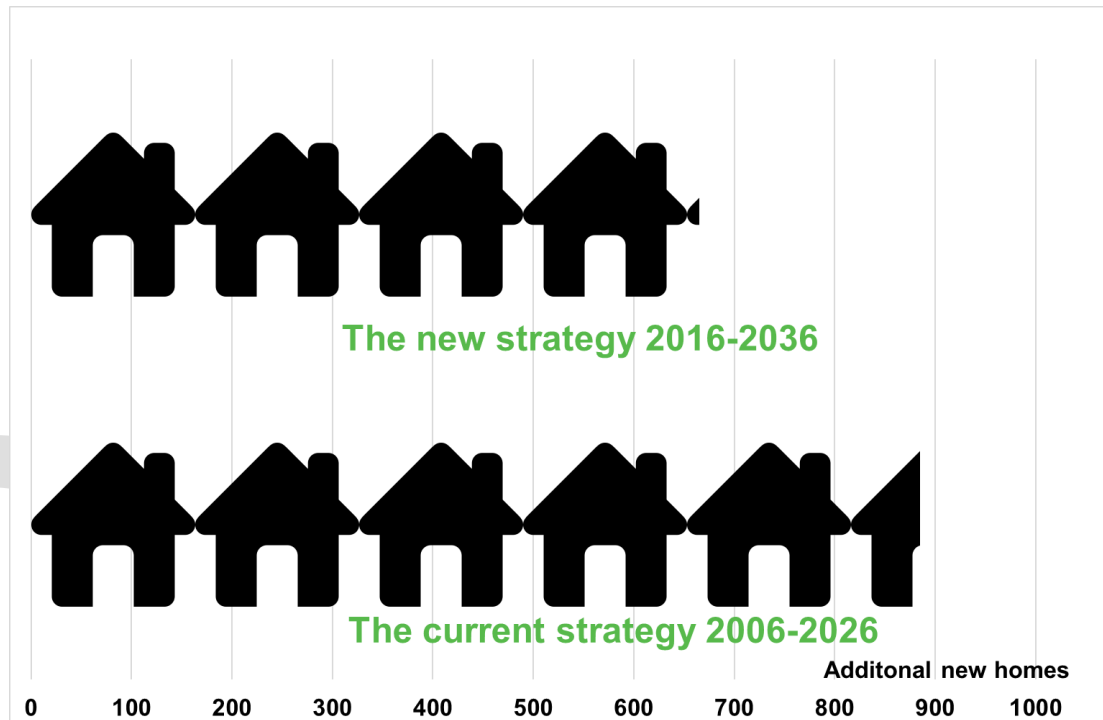
How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

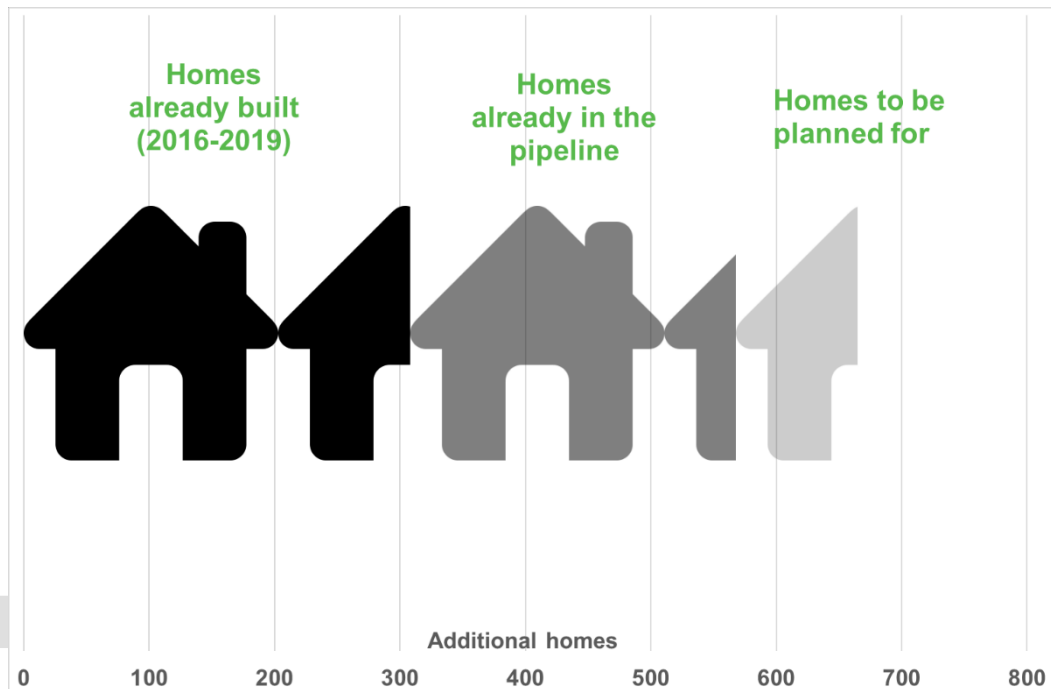
7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Malmesbury is in the Chippenham Housing Market Area.

8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 885 homes. The new strategy proposes a requirement of 665 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Malmesbury 308 dwellings have been built between 2016-2019 and at 1 April 2019, 260 homes are already in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Malmesbury Neighbourhood Plan).



11. When the number of homes built and in the pipeline is deducted it leaves a further 95 homes to be accommodated up until 2036. However, since 1 April 2019 (baseline of the last monitoring data) planning permission has been granted for a new greenfield development of up to 71 homes on land south of Filands at the town, which would reduce the figure further. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. In Malmesbury, the Malmesbury Neighbourhood Plan will identify sites on which these new homes can be built. The Neighbourhood Plan will also be able to propose development on sites, for example, that meet a particular housing need, for self-build housing or for other uses, or that positively plan for brownfield sites.
13. At Malmesbury, given the modest scale of growth remaining to be planned for and the possibility to identify sites through a review of the neighbourhood plan, there may be no need to allocate further greenfield land.
14. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 70 homes could be built on brownfield sites over the next 10 years². The brownfield target approaches the amount of homes envisaged that need to be planned for.
15. The Local Plan must ensure that the proposed scale of growth will be accommodated. The Council must be certain that there is enough land supply to meet assessed need. But the Council cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.

² Further detail can be found in the Emerging Spatial Strategy paper.

16. Planning positively for brownfield sites as part of reviewing the neighbourhood plan providing certainty about these opportunities coming forward, this will then reduce the amount of greenfield land needing to be planned for.
17. Alongside Neighbourhood plans, development briefs for individual sites and master plans for larger areas, are also a means for the community, with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, further employment land is not needed at Malmesbury. Land is already allocated in both Local and Neighbourhood Plans. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Malmesbury that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth

³ Further detail can be found in the Emerging Spatial Strategy paper.

22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
23. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Malmesbury.

- Deliver a range of housing to meet local needs with supporting infrastructure at a level that recognises environmental constraints that affect the town's growth
- Support good prospects for economic growth including diversifying the local economy and building on local skills
- Develop a town centre strategy for the town centre that encourages spending, improves accessibility, better manages traffic and parking and safeguards, as well as capitalises on, heritage assets

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

24. Land around much of Malmesbury is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focussing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Malmesbury, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the plan.
25. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
26. But if Malmesbury is to expand, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Malmesbury and where is it most appropriate to consider development options.

27. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
28. In Malmesbury, only a small amount of land is required in order to meet strategic housing requirements and this will be identified by the neighbourhood plan. The review of the neighbourhood plan, however, can also consider whether further land is needed for development to meet the community's needs.
29. The Malmesbury Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land, work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered generally or in respect of individual sites?

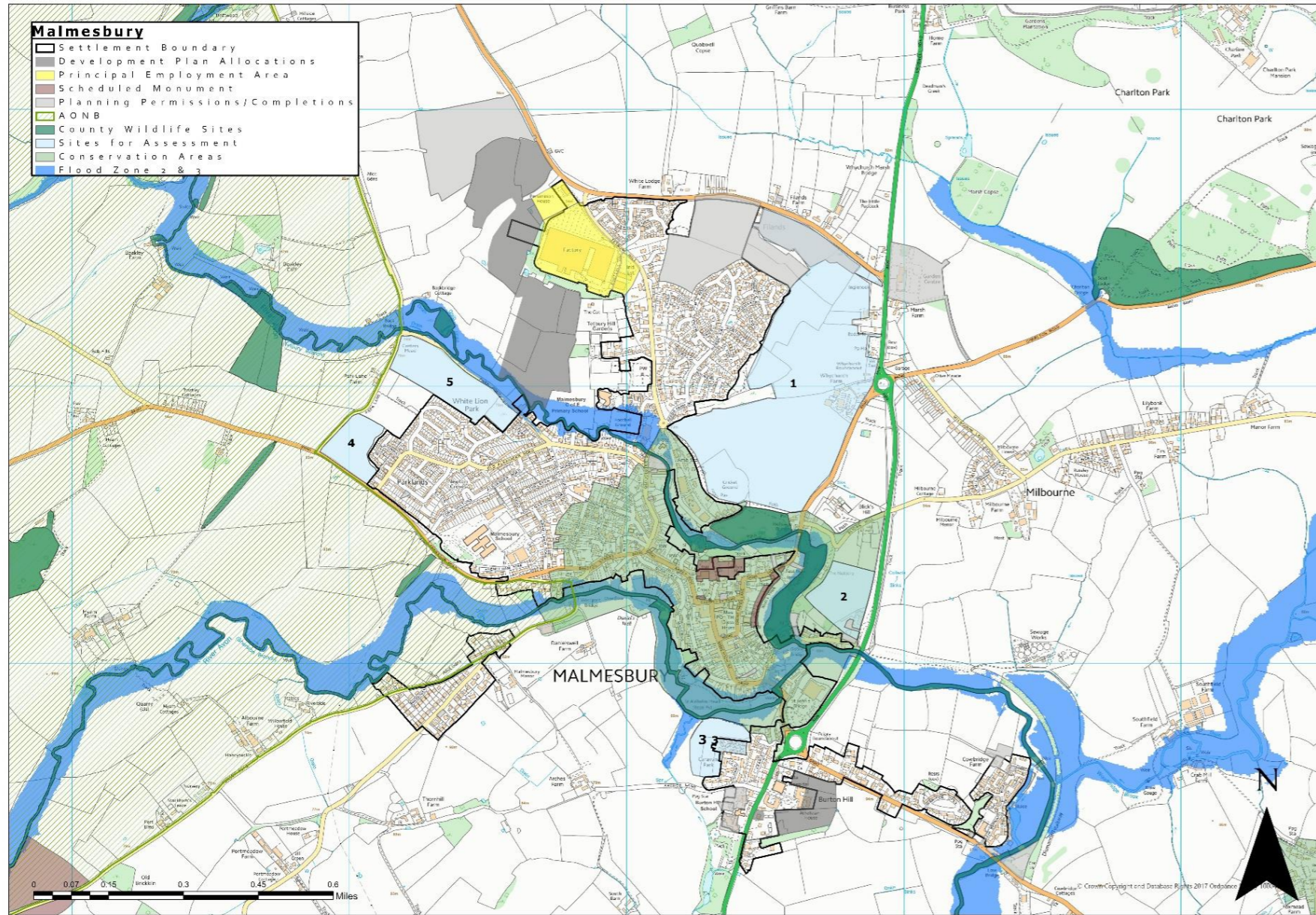


Figure 1 Map showing potential development sites for assessment

Five potential sites have been identified in Malmesbury for further assessment of their development potential. Given the relatively small amount of land that needs to be planned for at Malmesbury, not all of any particular site may be required at this time, but it would be sensible to consider the area as a whole when decision-making. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- The control of surface water discharges from new development is required.
- Sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel.
- Consideration must be given to any impact on views of the Abbey.

Site 1: Whychurch Farm and Inglenook, Crudwell Road (SHELAA sites 649, 866217, 3432)

- The southern part of the site is highly visible, and development could affect views of the Abbey from the east. Potential for built form to be intrusive in the rural landscape in several aspects: to the approach to and setting of the abbey and market town on the River Avon; and to separation from outlying rural settlements
- This elevated southern section is also within the setting of Whychurch Farm, a listed building, and development would be highly likely to harm the significance of this asset
- A 50m buffer to the river corridor would be required to help protect Conygre Mead County Wildlife Site and Local Nature Reserve from adverse impact

Site 2: Land east of the A429/Crudwell Rd, Malmesbury (SHELAA site 3630)

- Development in its setting could harm the value of Malmesbury Conservation Area.
- A 50m buffer to the river would be required

Site 3: Malmesbury Static Caravan and Camp Site (SHELAA site 1108)

- Development in its setting could harm the value of Malmesbury Conservation Area.
- High groundwater levels need stringent controls on surface water discharge
- A 50m buffer to the river would be required

Site 4: Land adjacent Park Lane (SHELAA site 691)

- Potential for built form to form an abrupt, new settlement edge and be intrusive in the tranquil, rural landscape setting where it breaks treed skylines

Site 5: Land West of Malmesbury and Land at Park Road (SHELAA sites 502 and 452)

- High groundwater levels need stringent controls on surface water discharge

Settlement profiles

30. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Early years provision would likely require financial contributions to create new places.</p> <p>Lea and Garsdon Primary School is currently being expanded to 1FE. It is also possible to add 210 places to Malmesbury Primary School. It is not possible to expand any of the existing schools any further.</p> <p>There may be opportunities to expand Malmesbury Secondary School, but this may require a feasibility study.</p>
Energy	<p>According to Scottish and Southern Electricity Network's Network Capacity Map, the substation and supply points in and around Malmesbury are currently unconstrained. However, the infrastructure is partially constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>

Topic	Comment
Sport and Leisure Facilities	<p>At Malmesbury there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> A 3GATP (3rd generation artificial turf pitch) is needed to support future / further growth. <p>Leisure Facilities</p> <ul style="list-style-type: none"> Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to The Activity Zone will be informed by this work, which will include planned growth and demand.
Health	<p>Malmesbury has one GP surgery, in good condition and has no capacity issues.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 39% in the 60-74 age group and 96% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 4% and the 15-29 age group to increase by 17%. Finally, the 30-44 age group is expected to increase by 4% and the 45-59 age group to decrease by 3%.</p> <p>Local household income</p> <p>The annual average gross income is £43,800 and the net income after housing costs is £29,200.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price £217,600 Annual gross income £43,800 Affordability ratio 4.97</p>
The local economy	<ul style="list-style-type: none"> High concentration of employment in the wholesale retail and business sectors Recent major investment by Dyson at its global Research and Development campus Low levels of unemployment Below average town centre unit vacancy rates Dyson's expansion aside, limited available supply of employment sites and premises Recent permission on employment allocation ('Land at Garden Centre') for retail, business uses and/or new garden centre No or limited capacity for additional convenience or comparison goods floor space by 2036, respectively due to recent Aldi store on garden centre site
Transport	<p>Key features</p> <p>The A429 connects Malmesbury to a number of key destinations via the M4, including Swindon, Bristol and London. There is reasonable connectivity to the M5 via the A429 / A417 which provides access to Gloucester and Cheltenham, and Birmingham. Malmesbury is well</p>

Topic	Comment
	<p>served with bus routes with regular services to Swindon, Chippenham and Cirencester.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • AM and PM peak hour delays on the A429 approaching the M4 and at Junction 17 itself • Uncontrolled parking on residential streets. • HGV concerns at Blick's Hill and in Malmesbury town centre • Malmesbury has no railway station with Kemble Station 8.5 miles from Malmesbury. <p>Opportunities</p> <ul style="list-style-type: none"> • Development opportunities may help fund further M4 Junction 17 improvements.

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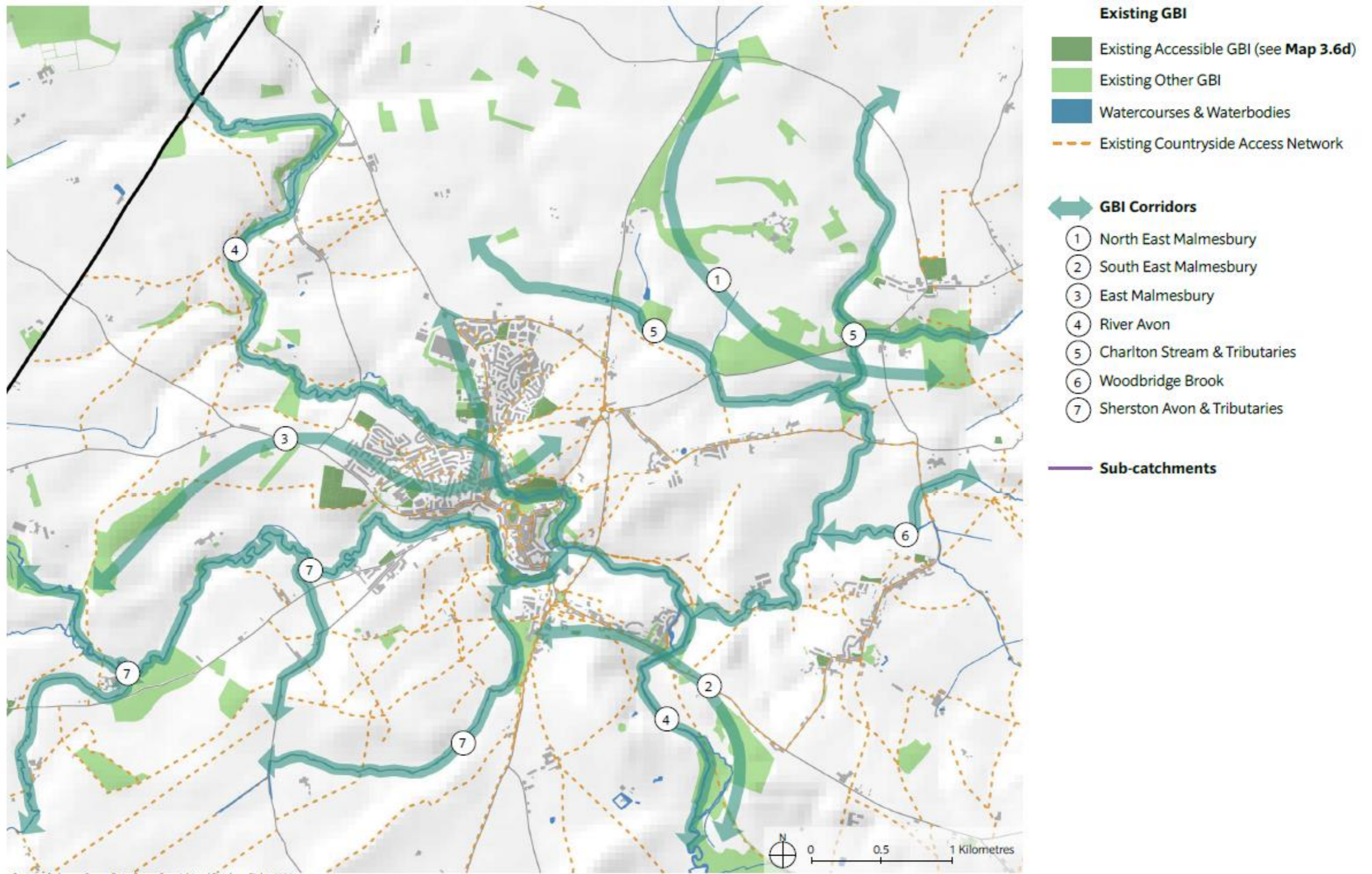


Figure 2 Map showing Malmesbury Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

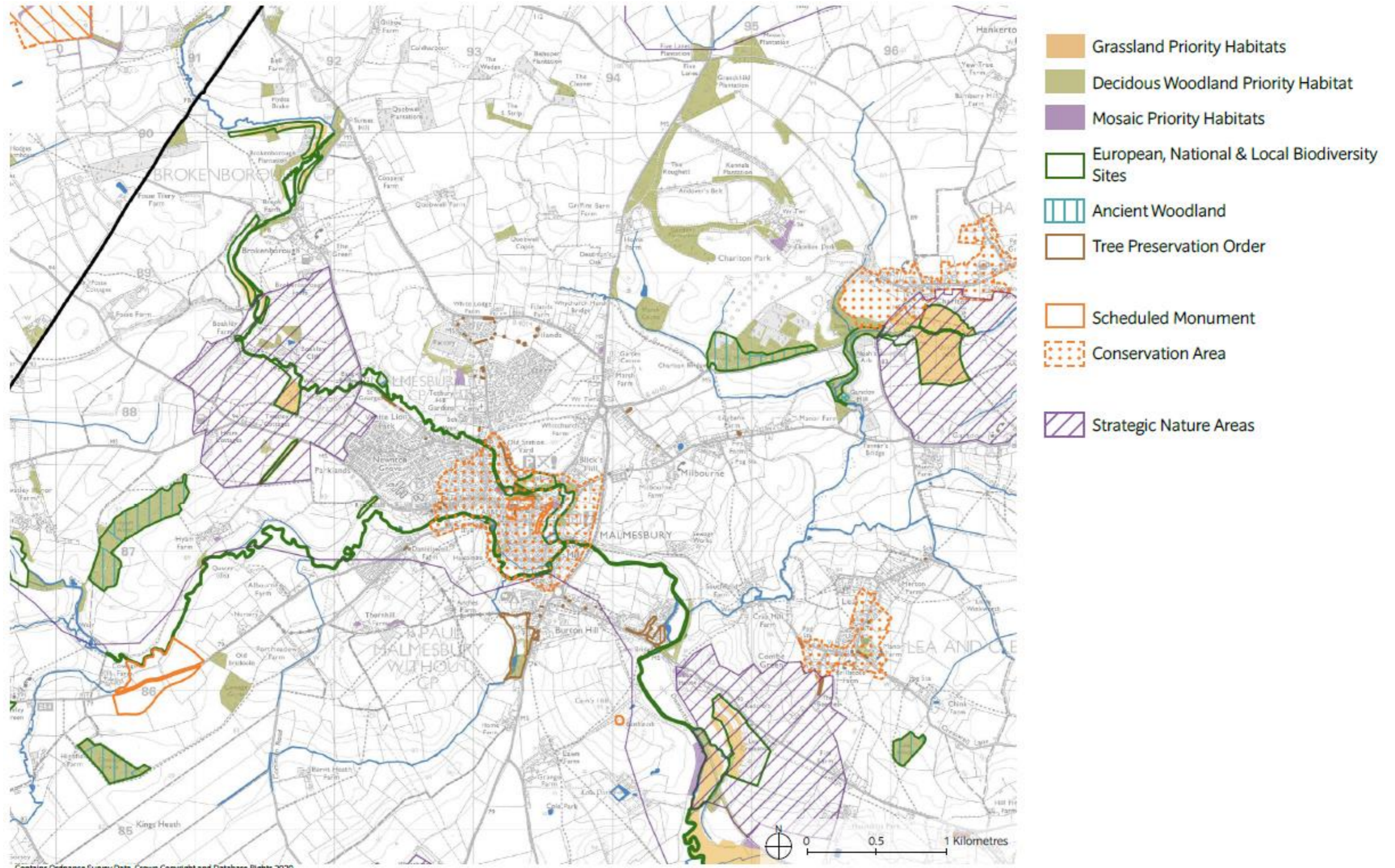


Figure 3 Map showing Malmesbury Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
 (These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Malmesbury – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Malmesbury – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Malmesbury the requirement emerging is for an additional 665 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Malmesbury Neighbourhood Plan. Taking account of this amount approximately 95 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'

Summary of the site selection process

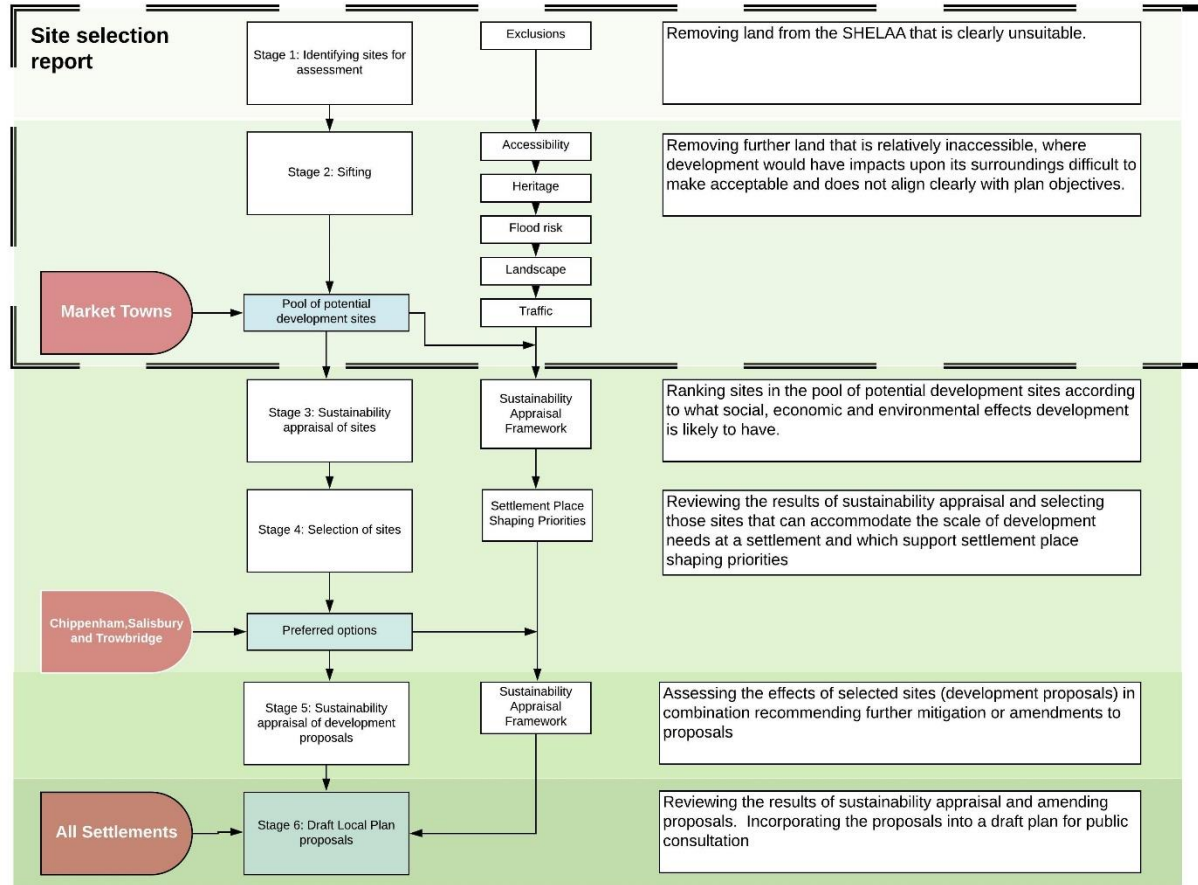


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the place shaping priorities for a settlement. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Malmesbury and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that only one site has been excluded as the landowner has withdrawn this site.

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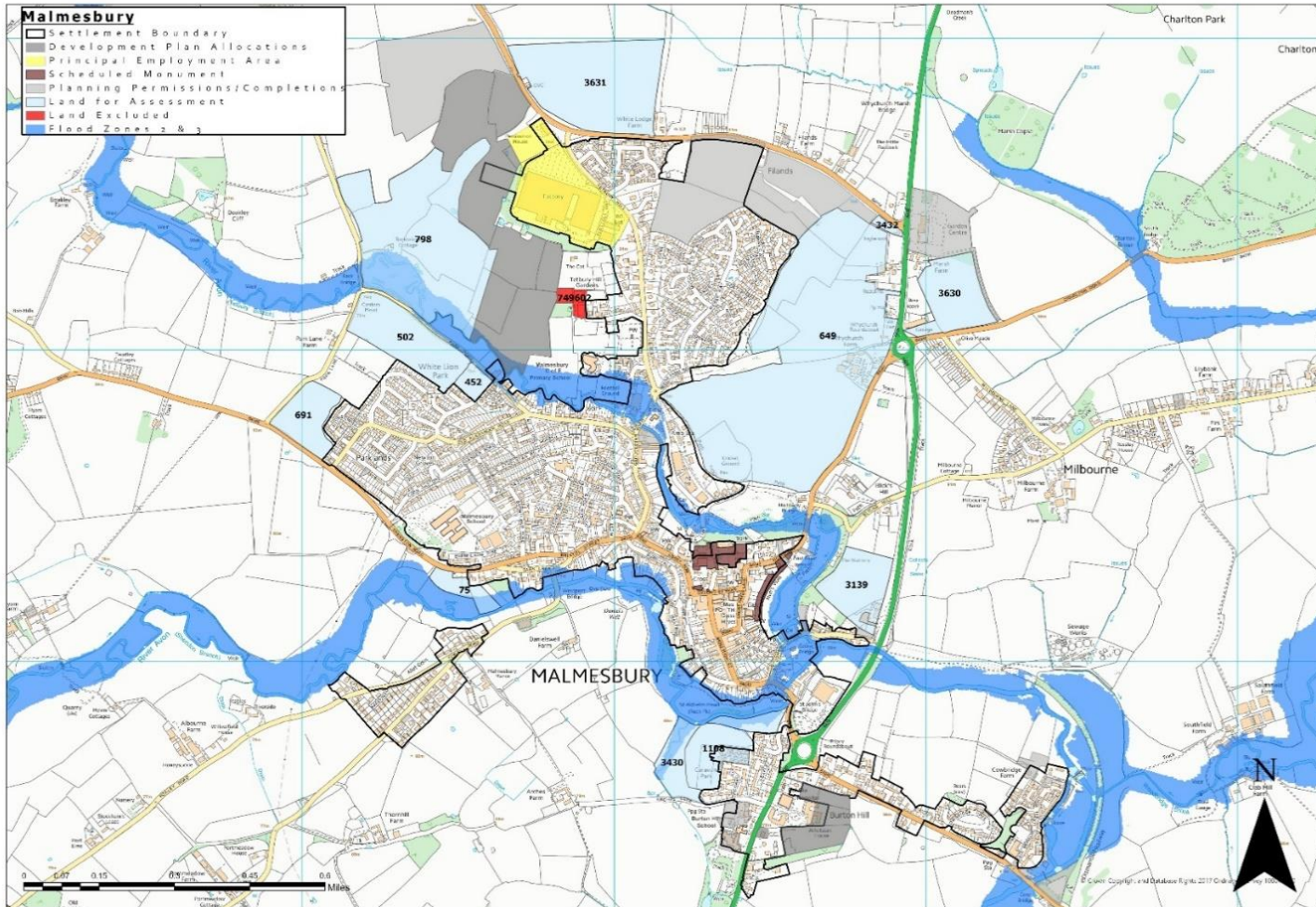


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.
41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Malmesbury is shown in the table below:

Malmesbury Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>From the hilltop core at the confluence of the Tetbury Avon and the River Avon, the town has grown eastward between the course of these two rivers. It then subsequently expanded northward to the parts less environmentally constrained. Burton Hill has been the exception, over the river on the southern approach to the town.</p>
Significant environmental factors	<p>The hilltop defensive character of the settlement is a significant and distinctive characteristic of the town. Broad areas where future growth is most constrained, to retain this feature, are around the southern end of the urban area.</p> <p>The Cotswold Area of Outstanding Natural Beauty fringes the town broadly to the west.</p> <p>There are areas of flood risk associated with each river.</p> <p>The lines of the B4040 and B4014 appear broadly to limit the spread of the current urban area. Development beyond them meets rising land and any significant development would represent a departure and possible precedent.</p> <p>The busier A429 skirts the town more loosely on its eastern extent. It is less clearly in a role like the other minor roads.</p>
Scale of growth and place shaping priorities	<p>The scale of growth is relatively modest and the vast majority is already in the pipeline.</p> <p>Strategic priorities include the overriding importance of retaining the character and setting to the town and its heritage assets. They involve gearing new housing provision to better meet local needs, retaining a flourishing town centre and improving the spread of local employment opportunities.</p>
Future growth possibilities for the urban area	<p>The likeliest future growth possibilities continue past directions; within the two rivers to the east and north-east, within the line of the A429.</p> <p>The relatively small proportion of additional land needed to meet the scales of growth envisaged at the settlement reduces the need to have a large pool of possible sites from which to choose.</p> <p>There are SHELAA sites being promoted that could continue the past long-term pattern of development. This pattern has reduced conflicts with significant environmental factors.</p> <p>There are SHELAA sites outside the broad extent of the urban area that would set possible precedents when a significant departure from past patterns does not appear necessary because of the relatively modest amount of additional land that appears to be needed.</p> <p>SHELAA sites (502 and 452) adjoin each other and represent an eastern extension of the urban area. It would be logical to consider this area comprehensively, to what extent and for what uses the area may be suitable for development.</p>

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
 - abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
298	Backbridge Farm	Yellow	Yellow	Green	Red	Green	<p>A portion of this site is allocated for development in the neighbourhood plan.</p> <p>The further reaches of the site do not have good accessibility and there are flood risks to manage. The area, if developed, would extend the urban area toward the AONB and a main concern is that the site shares inter-visibility with it. The likely scale of development envisaged at the settlement over the plan period would not seem to require this step.</p> <p>The land is also visually very sensitive bounding the River Avon green corridor with open views up and down the valley.</p> <p>With these factors in mind, but particularly that further development would be likely to harm the landscape setting of the river Avon, the site is rejected from further consideration.</p>	X
649	Whychurch Farm	Yellow	Yellow	Yellow	Yellow	Green	<p>This is a large area. Development of the northern part would extend the existing urban area over an area contained within the line of the A429, B4040 and B4014.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 210							<p>Development of the whole site would potentially have a set of significant effects upon the character of the town as whole. Although there are notable issues in the southern portion of the site, these may not be insurmountable or rule out the whole area.</p> <p>It would be appropriate to combine this site with 3432 to consider one logical extension continuing the past pattern of growth, although the scale of development envisaged over the plan period would not seem to warrant the entire site area. Although a modest level of further growth would not require the whole site, if a smaller part is being considered, it would be sensible to take account of longer term implications and possibly the area's longer term treatment.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
430	Land north and west of Malmesbury Static Caravan Park						<p>Both this and the neighbouring parcel of land (1108) present flood risk and heritage complexities. This parcel however involves particularly difficult landscape impacts that preclude the site as a reasonable alternative.</p> <p>The site is bounded by the sensitive St Aldhelm Mead Park river corridor with open views from pathways onto this land. Development here would have a major impact on the visual amenity of this park from that of a predominantly open rural character to a more enclosed linear green corridor between the two urban areas of Malmesbury and Burton Hill. This is a main factor to remove the land from further consideration.</p> <p>To some degree too, development of this land would also worsen the threat of coalescence with Burton Hill, but the size of the site does not mean this is a significant departure from the existing pattern of development.</p>	X

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
1108	Malmesbury Static Caravan and Camp Site	Green	Yellow	Yellow	Yellow	Green	<p>The site is raised slightly higher away from the St Aldhelm Mead Park and there may be potential views of the distinctive skyline of Malmesbury and its abbey although this would need to be checked in any subsequent field survey work.</p> <p>This particular parcel has difficult landscape impacts but it is not reasonable to say these will preclude the entire area from accommodating some development, although this might be of a modest scale.</p> <p>Much of this area has been developed. The extent of land available for redevelopment in the plan period needs clarification.</p> <p>Both this and the neighbouring parcel of land (3430) present flood risk and heritage complexities. To some degree too, development of this land would also worsen the threat of coalescence with Burton Hill, but the size of the site does not mean this is a significant departure from the existing pattern of development.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
502	Land West of Malmesbury	Yellow	Yellow	Green	Yellow	Green	<p>The area extends the existing built up area, with boundaries defined by local roads. It has a range of constraints that potentially might limit the site's acceptability and capacity for development. It would be appropriate to combine this site with 452 to consider one logical extension continuing the past pattern of growth.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3139	Abbey View Farm	Green	Yellow	Yellow	Yellow	Green	<p>The site lies to the east of the River Avon and on land within the wider setting to the town showing it as a defensive site. It is however well concealed by existing vegetation and it is located to the west of the A429 where the main urban area is. There are several complexities to potentially negotiate but individually or together do not suggest that this is site should be rejected at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.	
3630	Land east of the A429/Crudwell Rd, Malmesbury						The site lies east of the A429 and is separated from the main focus of the urban area to the west. Its accessibility to important destinations in the town is below the average of available sites as a result. Existing character is dispersed homes and isolated non-residential uses. A significant scale of development would be a significant change. Most importantly development would represent a coalescence with the hamlet of Milbourne that so far retains its own separate identity. Largely, for this last reason the site is rejected.	✗
3631	Land north of the B4014/Tetbury Road						The site is north of the B4014, south of which is the main urban extent of the town. Its accessibility to important destinations in the town is below the average of available sites as a result. Existing development in the area takes the form of sporadic development along the B4014 without development rising up the slope. Significant development of the site would represent a marked change. This site is very exposed to views from the countryside to the north and east and an urban encroachment into the open countryside and significant harmful landscape impacts. Given its location the site has limited scope for development; a low density or frontage development at best. On this basis the site is rejected.	✗
452	Land At Park Road						<p>The area extends the existing built up area, with boundaries defined by local roads. It has a range of constraints that potentially might limit the site's acceptability and capacity for development. None, individually or together however, appear sufficient to reject the site.</p> <p>It would be appropriate to combine this site with 502 to consider one logical extension continuing the past pattern of growth. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.	
691	Land adjacent Park Lane						<p>The site appears relatively unconstrained in terms of its wider environmental impacts, although below average in terms of accessibility by non-car modes of travel. It appears to be a reasonable alternative.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3432	Rear of Bloomfield House Land						<p>The site sits within the AONB and should not be considered for large scale urban development, except in exceptional circumstances. Impact on the attractiveness of the landscape is the central consideration.</p> <p>Development would be further encroachment beyond the B4040. The site is prominent in views toward the AONB and views toward the town. Potential for development would also appear to be against the urban grain, with scope limited to a low density or frontage development at best. On this basis, the site is rejected from further consideration.</p>	✗
3432	Inglenook, Crudwell Road						<p>A very small site which would be more appropriately considered alongside the larger site 649. There appear to be no insurmountable complexities in terms of wider impacts that would merit rejecting the site at this stage.</p> <p>It would be appropriate to combine this site with 649 to consider one logical extension continuing the past pattern of growth. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓

The following sites have been combined:

Ref	Reason
502 and 452	These sites abut each other and have no strong physical barriers. The area extends the existing built up area, within boundaries defined by local roads.
649 and 3432	These sites abut each other and have no strong physical barriers. Development of the northern area would extend the existing urban area over an area contained within the line of the A429, B4040 and B4014.

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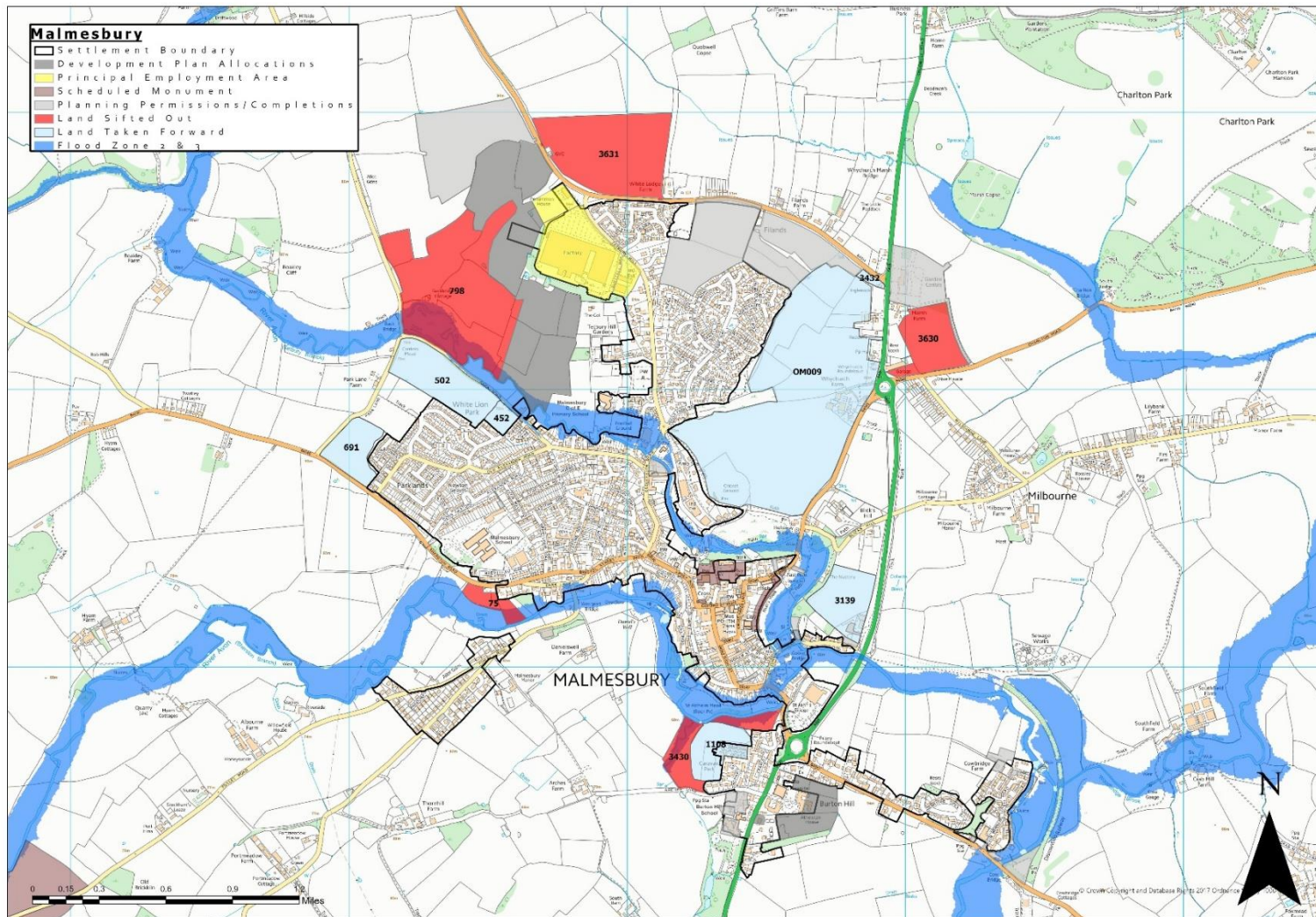


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

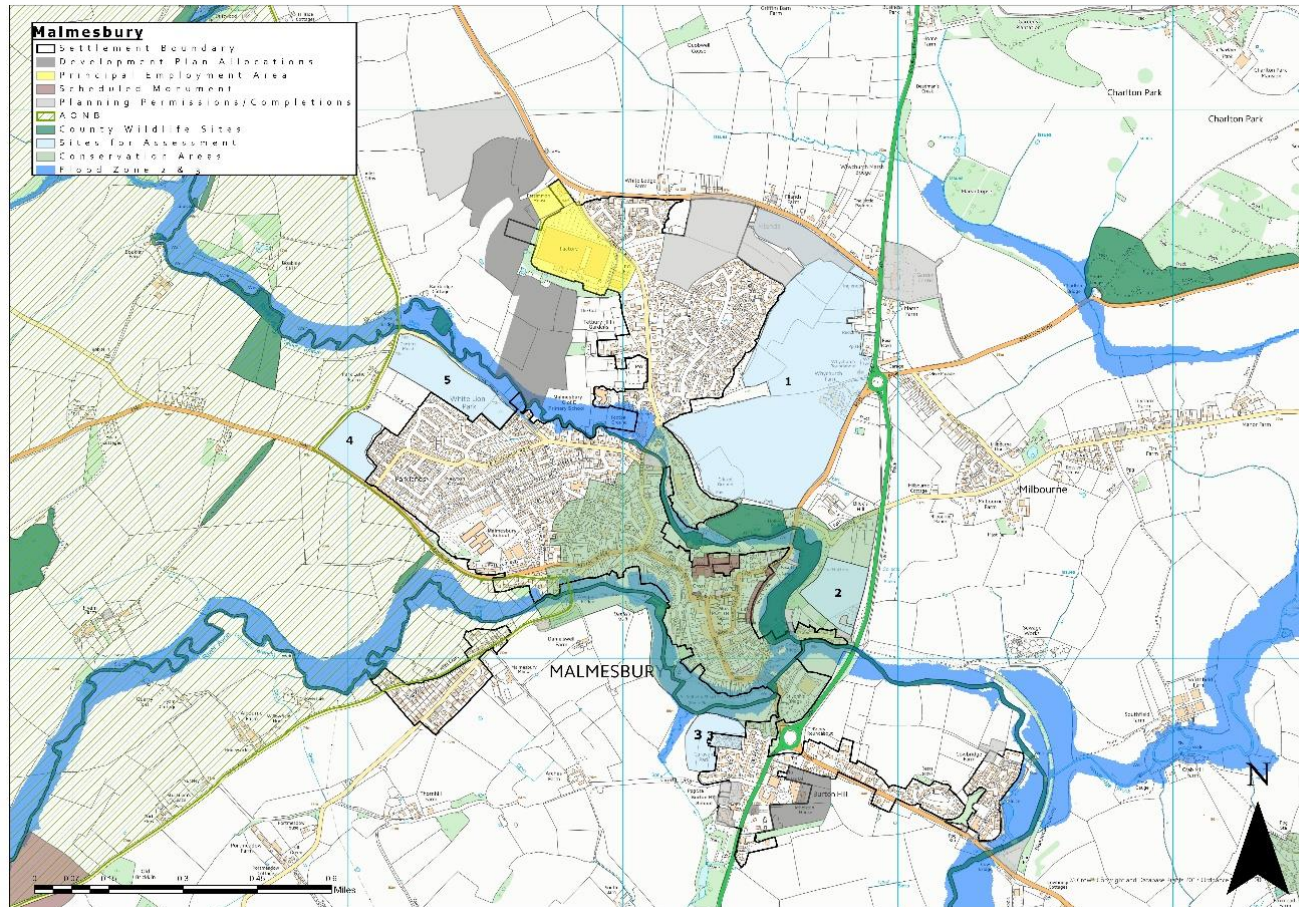


Figure 4 Map showing pool of potential development sites

Wiltshire Local Plan Review

Planning for Amesbury

Introduction

1. What will Amesbury be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions could affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

How much should the town grow?

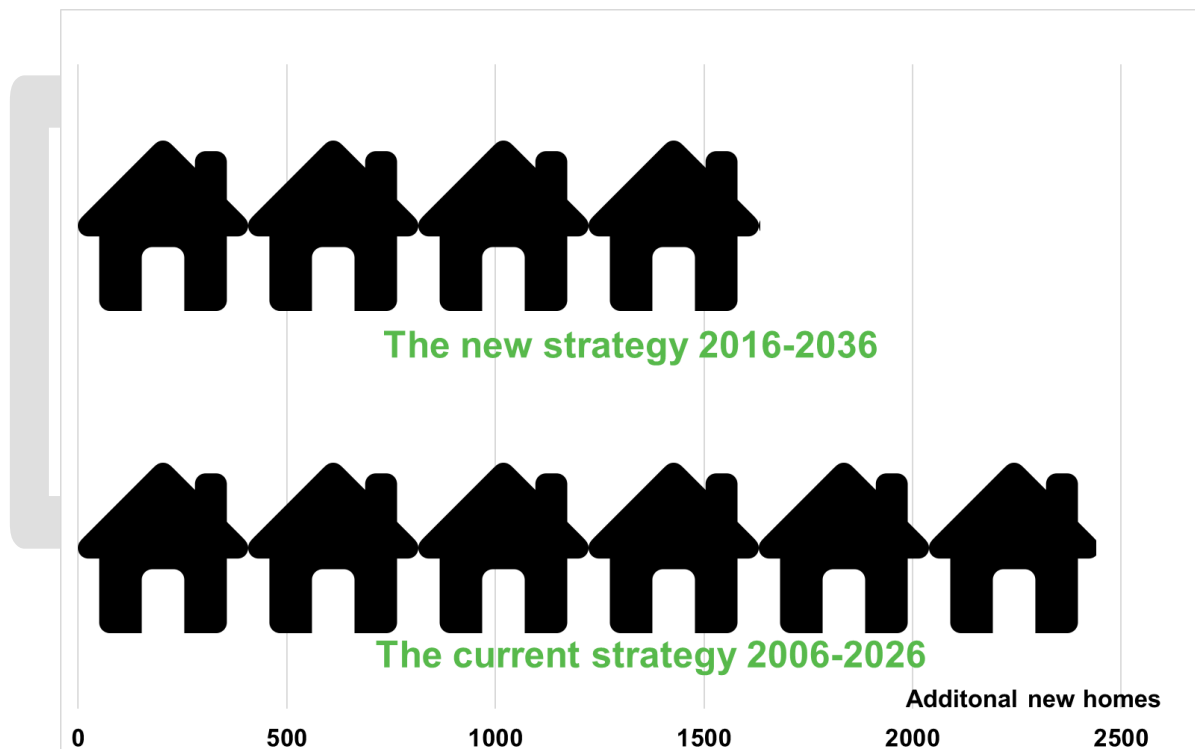
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Amesbury is in the Salisbury Housing Market Area.
8. The adopted Core Strategy combines the three settlements of Amesbury, Bulford and Durrington because of their associated military garrisons and close links to one another both geographically and functionally. Whilst these links still remain, it was always

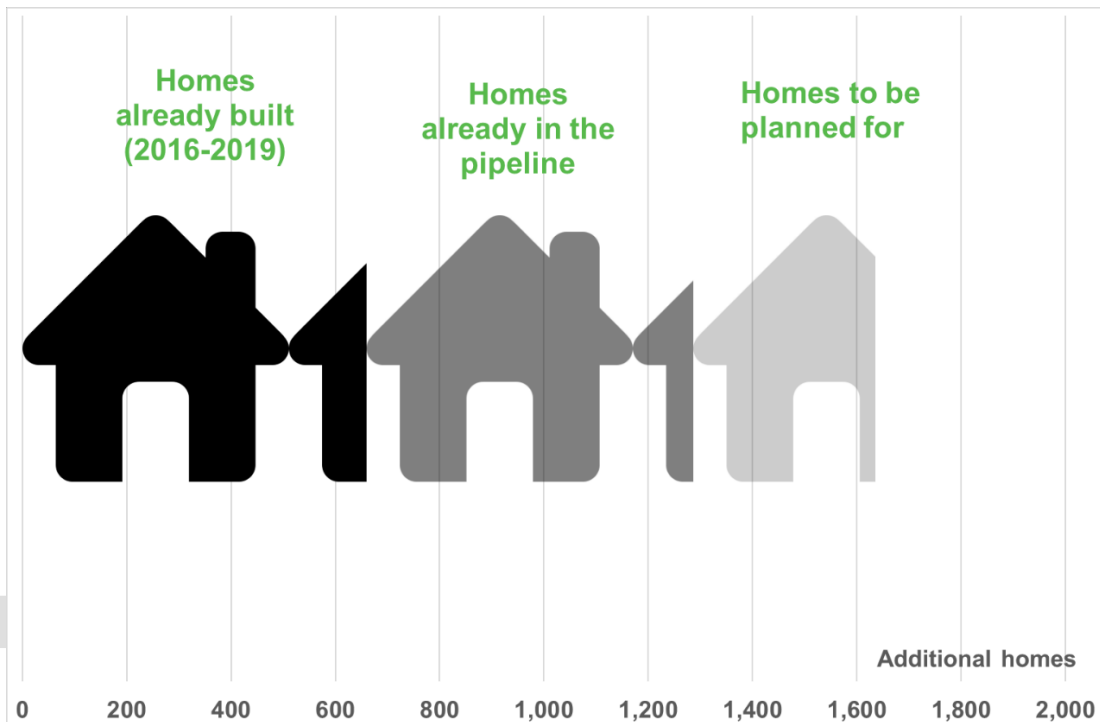
intended that each settlement be planned to become more self-supporting separate communities, thus improving the local services and facilities they each have and less functionally reliant on each other. The Local Plan Review aims to encourage the development of each community in its own right by considering each individual settlement's roles rather than taking the collective approach of the adopted Core Strategy. It is proposed that Amesbury is designated a Market Town in the settlement strategy. Bulford and Durrington are designated as Large Villages.

- The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



- The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 2,440 homes at Amesbury, Bulford and Durrington. The new strategy proposes a requirement of 1,635 homes at Amesbury for the plan period 2016-2036. A main reason appearing lower is that the requirement would only be for Amesbury, rather than the total for three settlements combined.
- From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Amesbury 660 dwellings have been built between 2016-2019 and at 1st April 2019 626 homes are already in the pipeline (i.e. they have planning permission or resolution to grant planning permission).



12. When the number of homes built and in the pipeline is deducted from the overall forecast leaves a further 350 homes to be accommodated up until 2036. When the number of homes built and in the pipeline is deducted from the overall forecast requirement it leaves a further 350 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plans can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 110 homes could be built on brownfield sites over the next 10 years² and identifying opportunities to achieve this target could be a focus for a neighbourhood plan. However, at present, the local community is not intending to prepare one.
14. The Local Plan will therefore identify sites on which approximately 350 new homes can be built. The Council has identified a pool of potential development sites. From these it will go on to select the most appropriate locations to meet the scale of growth that is finally agreed.
15. Alongside neighbourhood plans, development briefs for individual brownfield sites and master plans for larger areas, can also be a means for the community, with developers and land owners, to help bring forward opportunities and achieve appropriate designs.
16. Brownfield land that is identified formally, with sufficient certainty, either in the development plan or by granting planning permission, will go on to reduce the need for greenfield sites. But it is likely that a brownfield target will do most to help reduce the need for greenfield sites in future reviews of the Local Plan.

² Further detail can be found in the Emerging Spatial Strategy paper.

17. At Amesbury, given the scale of growth remaining to be planned for, whilst every effort will be made to secure development of brownfield sites, there will be a need to allocate further greenfield land.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. The town, and surrounding area, benefits from several Principal Employment Areas, including Boscombe Down; London Road; Porton Down; High Post and Solstice Park. Given the existing provision of employment land in and around Amesbury, no further employment land is required.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Amesbury that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
- Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits

³ Further detail can be found in the Emerging Spatial Strategy paper.

23. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage in the plan making process these are the draft priorities that have been identified for Amesbury.

- Promote Amesbury as a self-sufficient town, thus encouraging residents to work in the town
- Improve recreational facilities and sports pitches in Amesbury
- Develop a town centre strategy that improves the public realm and encourages tourism and spending
- Improve infrastructure and transport, particularly relating to the A303 and A345, both of which currently experience congestion to improve linkages to and from the town. The planned tunnelling of the A303 may relieve some of the issues once constructed.
- Create and encourage potential tourism and transport linkages with Stonehenge to encourage tourists to visit the town while visiting the area around Stonehenge.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

24. Land around much of Amesbury is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focusing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document.
25. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and, in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
26. But if Amesbury is to expand, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Amesbury and where is it most appropriate to consider development options.
27. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence.

This pool of sites can be used to allocate sites in the Local Plan. One or more sites, in whole or part, will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.

28. In Amesbury, additional land is required in order to meet strategic housing requirements and this is proposed to be identified by the Local Plan.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered, generally or in respect of individual sites?

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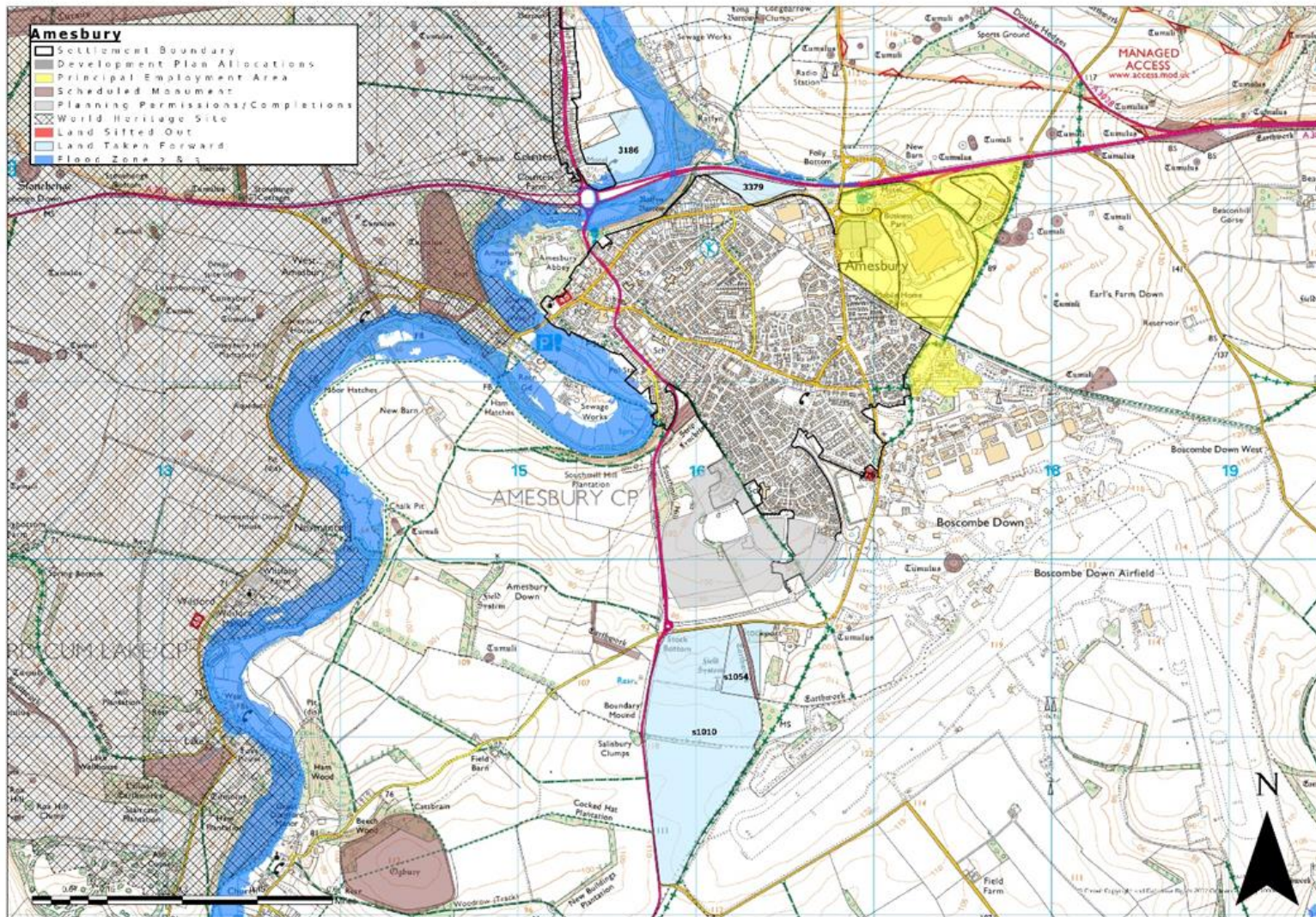


Figure 1 Map showing potential development sites for assessment

Three potential sites have been identified at Amesbury for further assessment of their development potential for meeting residual housing requirements. One or more of these sites could be allocated for development. Key considerations for the sites are provided below.

There are some considerations that are relevant to all sites:

- All sites are within 6400m buffer of Salisbury Plain Special Protected Area (SPA) which may result in recreational pressures that would need mitigation.
- Sites should be connected to the town centre by methods other than private transport to help minimise congestion.
- Contributions would be required to expand primary education and secondary education.
- Larger sites identified are better able to provide public open space.
- The sites are all located within close proximity to Stonehenge therefore, there is some potential for impact on the Outstanding Universal Value of the World Heritage Site (WHS) which will require assessment.

Site 1: Land north of London Road (SHELAA reference 3379)

- Located to the north of Amesbury between the edge of the town's settlement boundary and A303.
- The site abuts the A303 to the north and, as such, noise and air quality (vehicular emissions) would be a major design consideration in terms of achieving acceptable amenity levels for future residents.
- Landscaping of the site will require mitigation including a strong landscape buffer along the north of the site.

Site 2: Land to rear of Countess Services (SHELAA reference 3186)

- The site is located to the north of the town and north of the A303. The site is set apart from the main settlement and therefore this could be regarded as urban encroachment into the countryside.
- It is located apart from the main settlement of Amesbury, segregated by the A303 roundabout making access by walking and cycling into the main settlement difficult.
- The site is bounded by the River Avon green infrastructure corridor.
- Traffic impacts from development of this site are unlikely to be an issue given the existing infrastructure associated with the service station currently on part of the site which has been designed to accommodate a significant volume of vehicular movements.

Site 3: Land adjacent to Stockport Road and Land at Stock Bottom (SHELAA references S1054 and S1010)

- SHELAA sites (S1010 and S1054) adjoin each other and represent a southern extension of the urban area. It would be logical to consider this area comprehensively, to what extent and for what uses the area may be suitable for development.
- The site is located to the south of Amesbury and is slightly separate from the built form and does not adjoin the settlement boundary.
- Some heritage impact is identified at this stage as the site incorporates scheduled linear boundary and may possibly impact on setting of scheduled Ogbury Camp.

- The site open to views from the south and west and there is little existing vegetation to act as a buffer to the urban development of Amesbury South. This would need to be mitigated by planting. (It would be better to maintain the urban edge of Amesbury to the North of Stockport Avenue where there is already an establishing urban edge of planting as part of site S1013 that can be reinforced. By developing this and site s1010 it would be unacceptable urban development in the countryside.)
- The site is located 1000m away from a congested corridor.

Settlement profiles

29. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>There is no existing capacity within early years provision.</p> <p>There are surplus places within Amesbury Primary School to meet primary education needs.</p> <p>There may be an opportunity to expand Stonehenge Main School by 150 places.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Amesbury are currently unconstrained. However, the infrastructure is partially constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought</p>

Topic	Comment
	<p>– i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Amesbury there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • There has been the recent addition of new rugby and football pitches, however, to accommodate the planned growth, there would be a requirement for a 3GATP (3rd generation artificial turf pitch). <p>Leisure Facilities The council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Amesbury Sports Centre, will be informed by this work, which will include planned growth and demand.</p>
Health	<p>There are two GP surgeries in Amesbury, with no capacity issues. There is a health centre in the town. The buildings are considered not fit for purpose.</p>
Housing needs	<p>Based on the assumed migration trend, the population of Amesbury is projected to increase over 20 years from 11,268 in 2016 to 13,956 in 2036, a total increase of 2,688 persons.</p> <p>In the years 2016-2036 the older population is expected to increase by 48% in the 60-74 age group and 104% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 18% and the 15-29 age group to increase by 22%. Finally, the 30-44 age group is expected to increase by 16% and the 45-59 age group to decrease by 1%.</p> <p>Local household income The annual average income is £39,100 and the net income after housing costs is £27,100.</p>

Topic	Comment
	<p>Affordability Ratio (based on 2 bed property)</p> <p>Median price £194,500</p> <p>Annual gross income £40,900</p> <p>Affordability ratio 4.76</p>
The local economy	<ul style="list-style-type: none"> • Amesbury has a reasonably healthy town centre with a good mix of retail, services and facilities. • The town centre has unit vacancies well below the national average. • Some capacity for a medium-sized convenience food store and no capacity for comparison goods retail up to 2036. • The town benefits from strong links to military establishments and the growth of technology parks at Boscombe Down and Porton Down. • The Solstice Business Park is predominantly fully occupied, supporting a range of local employers and large national companies. Based on current evidence, there does not appear to be a need to identify further land for traditional B-class uses at the town.
Transport	<p>Key Features</p> <p>Amesbury is well served by the A303 which provides a direct link to London and the South West. Amesbury is well served by bus routes with regular services to Salisbury and Andover, and less frequent services to Marlborough and Swindon.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • AM and PM peak hour delays on the A303 causes rat running. • Delays on London Road and the A345. • Nearest rail stations are Grately (with limited services) and Salisbury. <p>Opportunities</p> <ul style="list-style-type: none"> • Improvements to A303 would help relieve local congestion hot spots or any rat-running issues. • New rail station at Porton would encourage a modal shift from car journeys to rail` and may

Topic	Comment
	facilitate cycling to the rail station. The feasibility of this opportunity is unknown.

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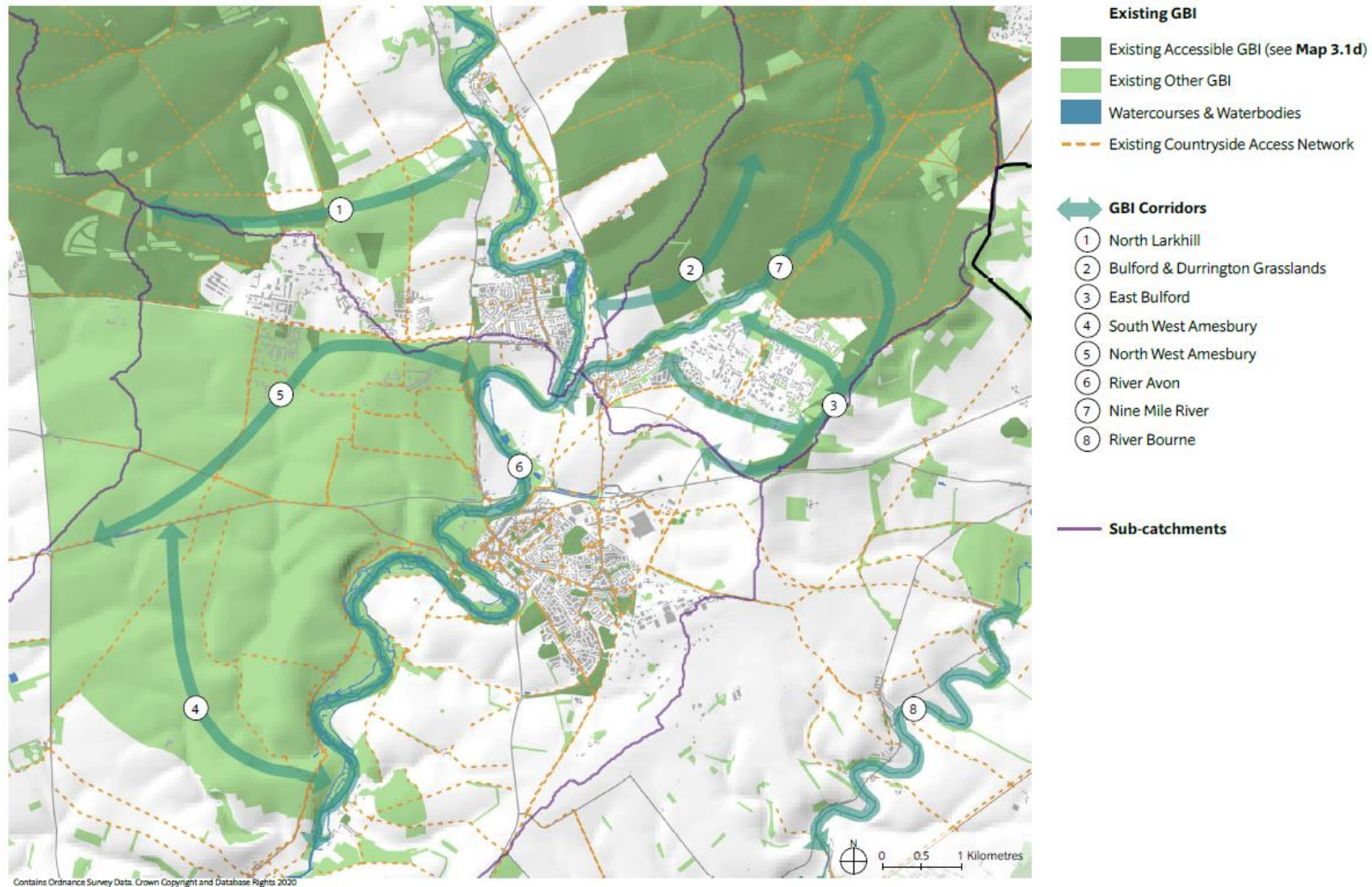


Figure 2 Map showing Amesbury Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

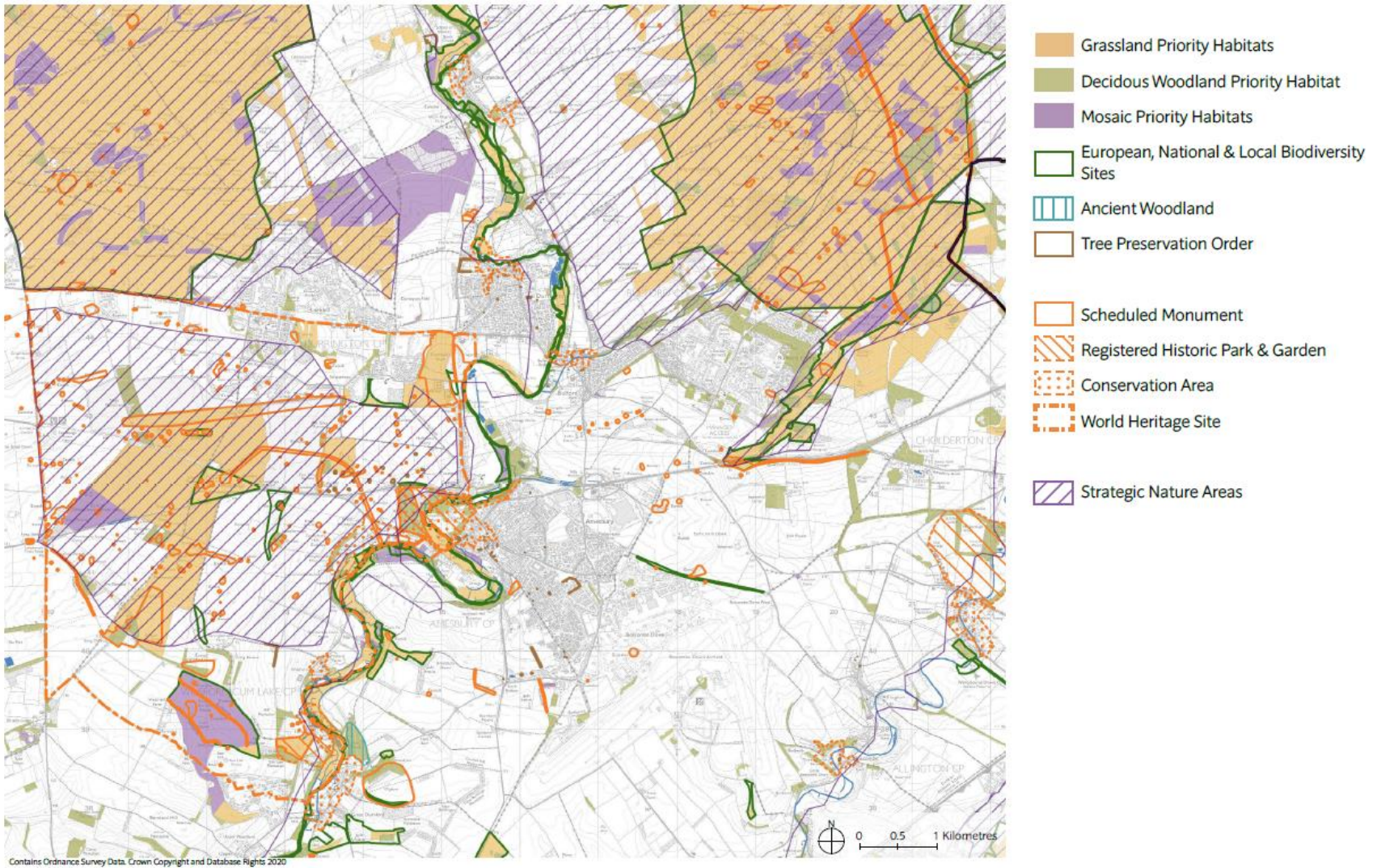


Figure 3 Map showing Amesbury Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Amesbury – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Amesbury– a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Amesbury the requirement emerging is for an additional 1,635 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy. Taking account of this amount approximately 350 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process

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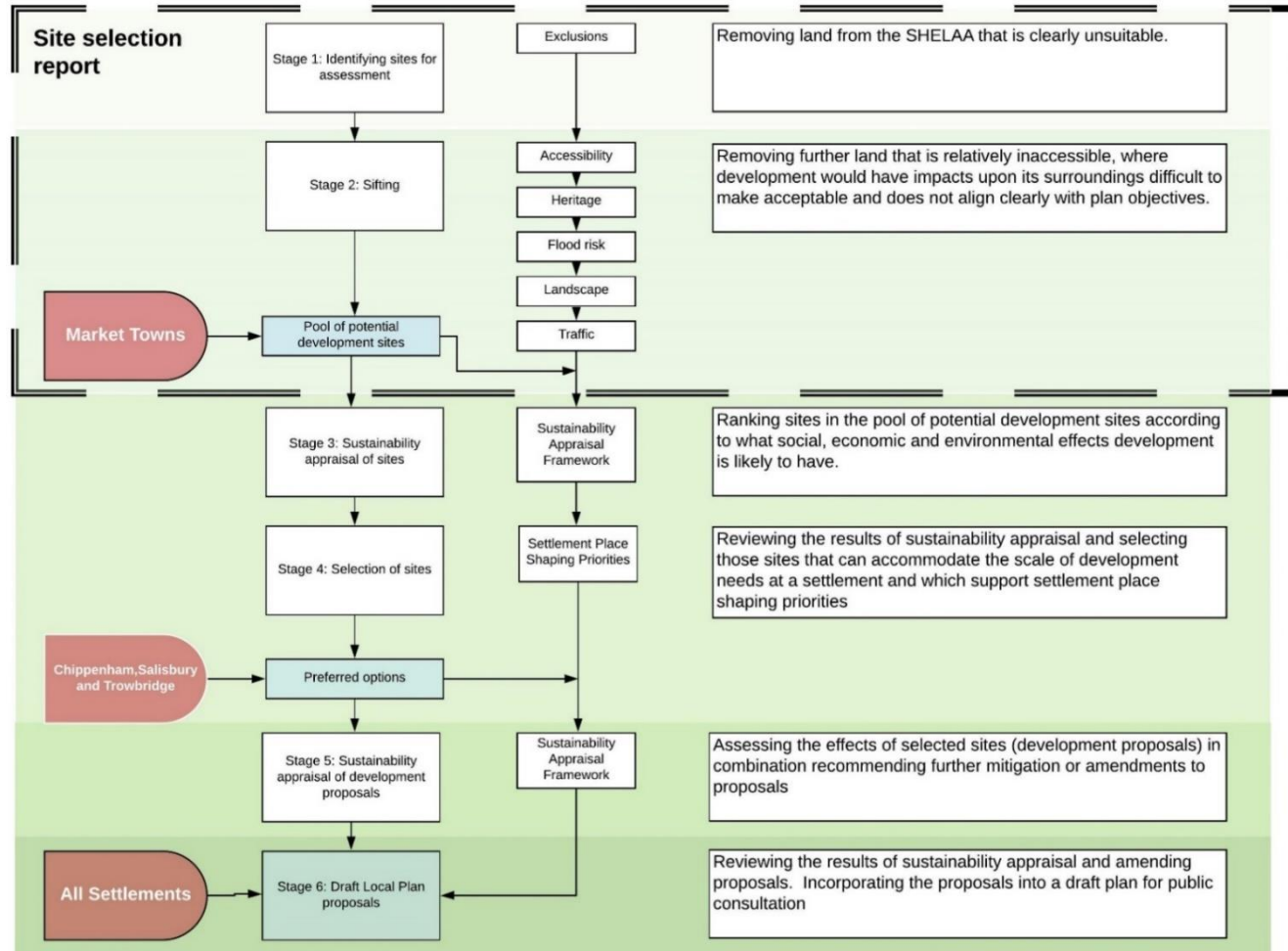


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

(v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by appropriate assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan.

⁵Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Amesbury ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no land has been excluded at this stage.

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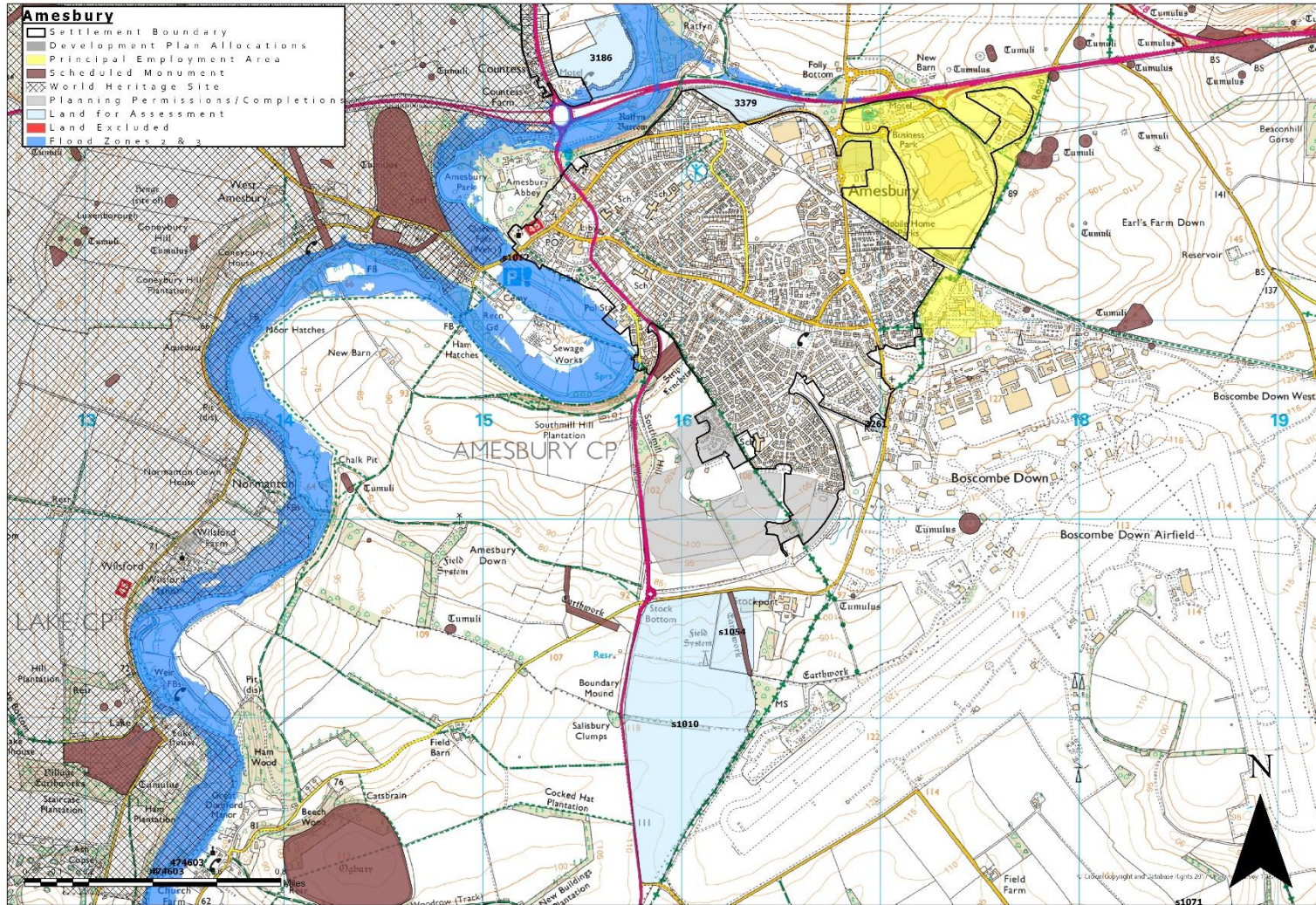


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself. However, where parts of a site are within flood zones 2 and 3, the whole site can be taken forward if development can reasonably be accommodated outside flood zones.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
- Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
- The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Amesbury is shown in the table below:

Amesbury Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>The historic core of the town developed around the water meadows associated with the River Avon which runs to the north and west of the settlement. Over time the town has grown southwards where there are less environmental constraints, spreading onto the valley hillsides and absorbing part of the military airfield at Boscombe Down. In recent years substantial residential development has taken place to the south, which includes Kingsgate.</p> <p>The town, and surrounding area, benefits from several Principal Employment Areas, including Boscombe Down; London Road; Porton Down; High Post and Solstice Park.</p>
Significant environmental factors	<p>The River Avon is a significant constraint restricting growth to the north and west of the town. Consequently, there are areas of flood risk along the course of the river.</p> <p>The area has rich historic value. Stonehenge World Heritage Site extends to the north and west of the settlement whilst Amesbury Abbey Historic Park and Gardens fringes the northwest of the town.</p> <p>The line of the A303 Trunk Road runs to the north of the town dissecting the main bulk of the settlement from a section of linear development along the A435 to the northwest of the town close to where the A303 and A435 intersect. The A435 continues southward to the west of Amesbury and beyond.</p> <p>The A303 and A435 appear to broadly limit the spread of the current urban area. The land to the west of the A435 gradually slopes away and to the east gently rises.</p>
Scale of growth and strategic priorities	<p>The scale of growth is relatively modest.</p> <p>Strategic priorities include promoting Amesbury as a self-sufficient town encouraging local employment opportunities and encourage tourism linkages between the town and nearby Stonehenge. Developing the town centre to improve the public realm to encourage tourism and spending as well as improvements to infrastructure and transport particularly in relation to the A303 and A345 both of which currently experience congestion and to improve linkages to and from the town. The planned tunnelling of the A303 may relieve some of the issues once constructed. Improvements to recreational facilities.</p>

<p>Future growth possibilities for the urban area</p>	<p>The likeliest future growth possibilities are to the northeast of the town, between the centre and Solstice Park and continuing development to the south.</p> <p>The proportion of additional land needed to meet the scales of growth envisaged at the settlement requires the need to have a pool of possible sites from which to choose.</p> <p>There is SHELAA land being promoted that could continue development to the northeast and south of the town. This pattern reduces conflicts with significant environmental factors located to the north and west of Amesbury.</p> <p>There is SHELAA land outside the broad extent of the urban area (i.e. to the north of the A303) that would set possible precedents. This significant departure from past patterns does not appear necessary because of the relatively modest amount of additional land that appears to be needed.</p> <p>SHELAA sites (S1010 and S1054) adjoin each other and represent a southern extension of the urban area. It would be logical to consider this area comprehensively, to what extent and for what uses the area may be suitable for development.</p>
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Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.

45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3379	Land north of London Road						<p>Site is adjacent to revised settlement boundary.</p> <p>Limited heritage impact identified at this stage but may have potential to impact on Outstanding Universal Value of WHS.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
3261	Amesbury Old Reservoir, Stockport Road						<p>Site is adjacent to the settlement boundary.</p> <p>Limited heritage impact identified at this stage but may have potential to impact on Outstanding Universal Value of WHS.</p> <p>The traffic assessment identifies this site as being within 1000m of a congested corridor and there is an increased potential for traffic impacts arising from the development.</p> <p>The site is small, too small to be considered strategic. Therefore, the site should be excluded from further consideration.</p>	✗

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic		Taken Forward
3186	Land to rear of Countess Services						<p>Stage 2A and Stage 2B - Overall judgement</p> <p>Site is adjacent to the settlement boundary but is apart from the main settlement of Amesbury. The site is bounded by the River Avon green infrastructure Corridor. The site is set apart from the main settlement and therefore this could be regarded as urban encroachment into the countryside.</p> <p>Traffic impacts from development of this site unlikely to be an issue because the existing infrastructure, associated with the service station currently on site, has been designed to accommodate a significant volume of vehicle movements.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
1054	Land adjacent Stockport Park						<p>Site is separate from the built form and not adjacent to the settlement boundary. Some heritage impact is identified at this stage as the site incorporates scheduled linear boundary and may possibly impact on setting of scheduled Ogbury Camp. The site is located 1000m away from a congested corridor.</p> <p>The site open to views from the south and west and there is little existing vegetation to act as a buffer to the urban development of Amesbury South. It would be better to maintain the urban edge of Amesbury to the North of Stockport Avenue where there is already an establishing urban edge of planting as part of site S1013 that can be reinforced.</p> <p>Traffic impacts from development of this site are likely to be moderate.</p> <p>This site is not well related to the built up edge and there are landscape constraints but due to the scale of housing requirement remaining to be planned for and the size of the site if considered in conjunction with S1010 potentially enabling mitigation the site is going forward for further assessment.</p>	✓

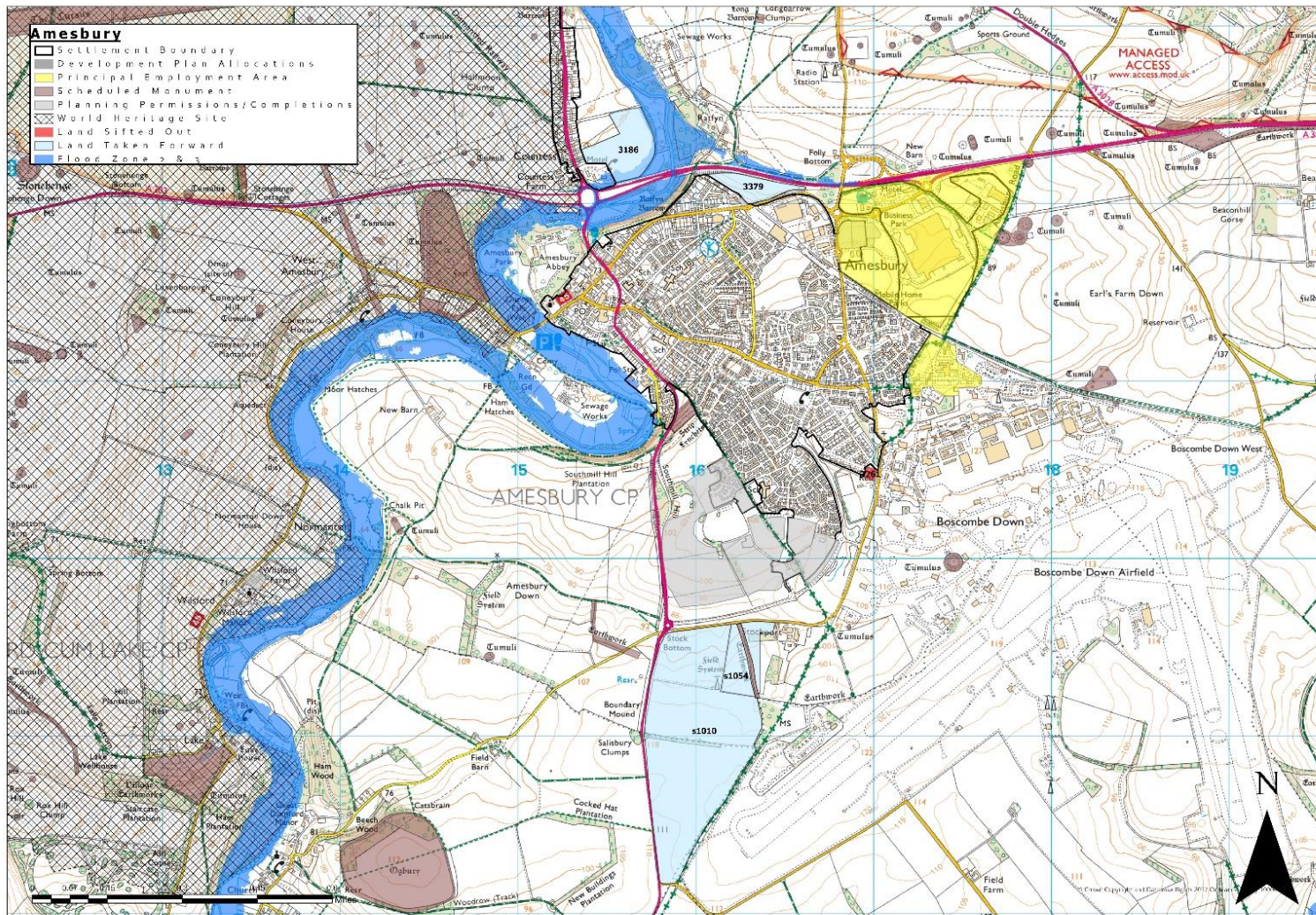


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

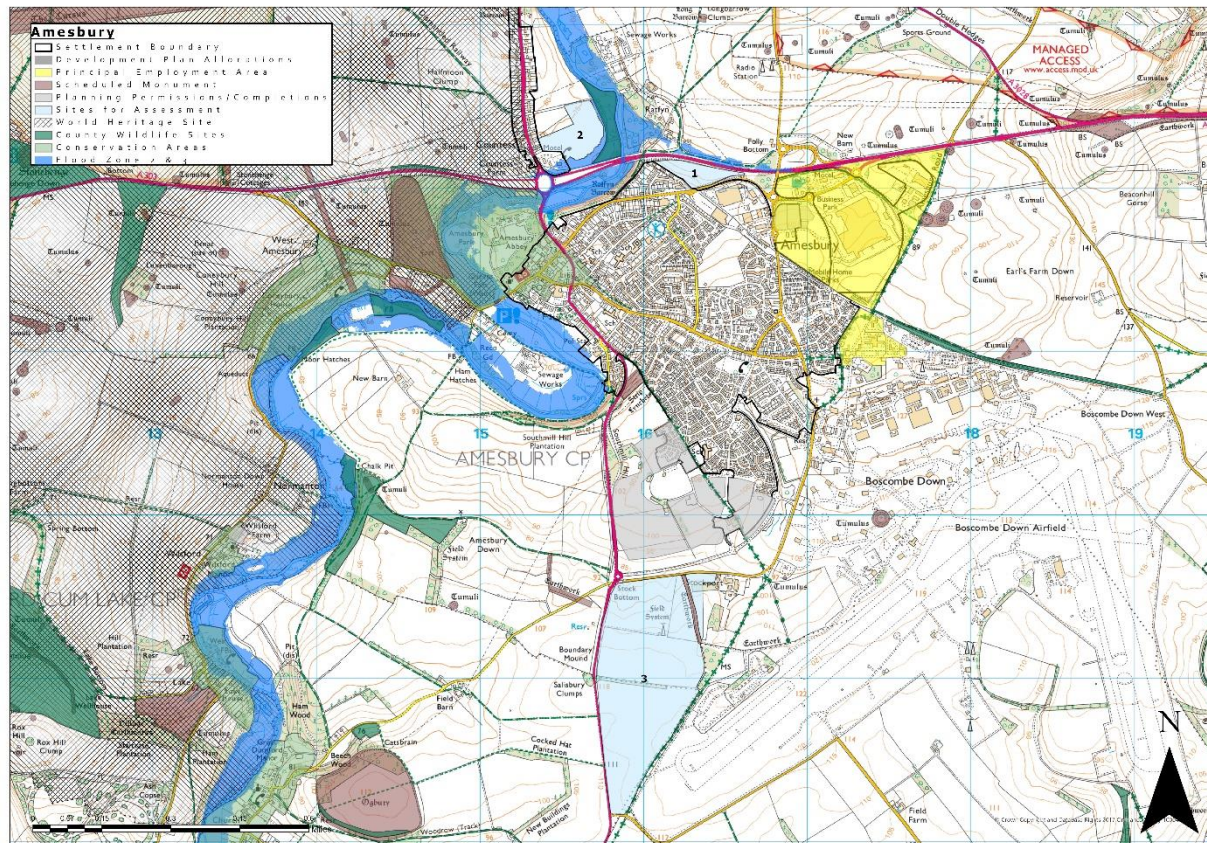


Figure 4 Map showing pool of potential development sites

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Wiltshire Local Plan Review

Planning for Bradford on Avon

Introduction

1. What will Bradford on Avon be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

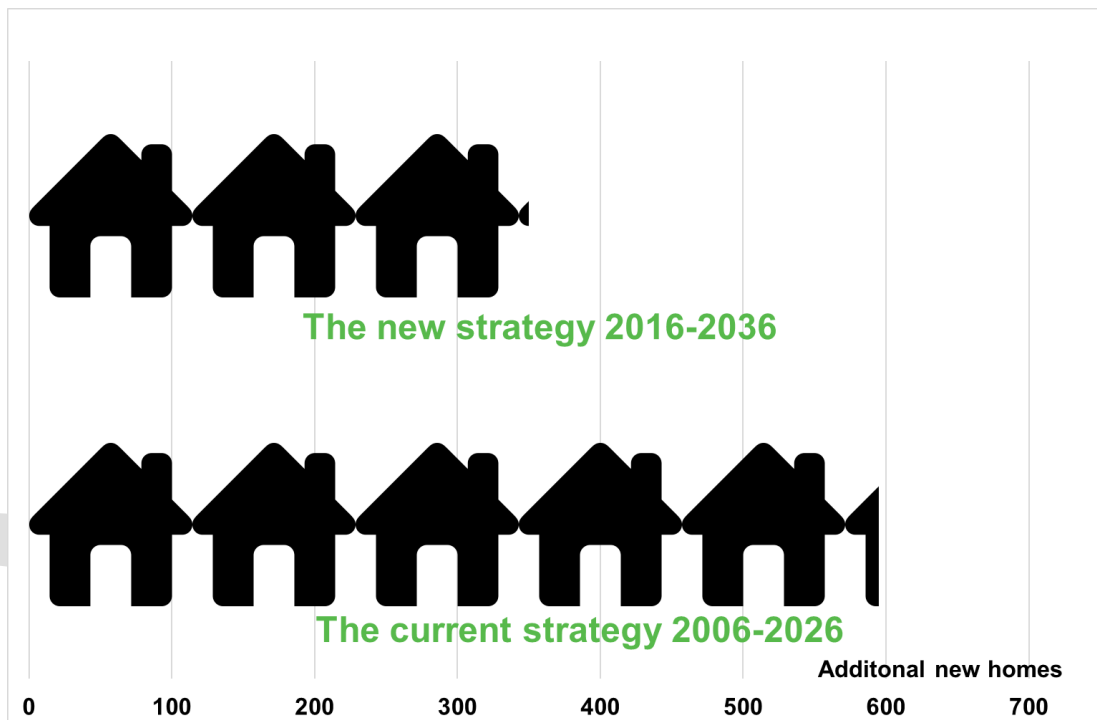
Scale of growth

How much should the town grow?

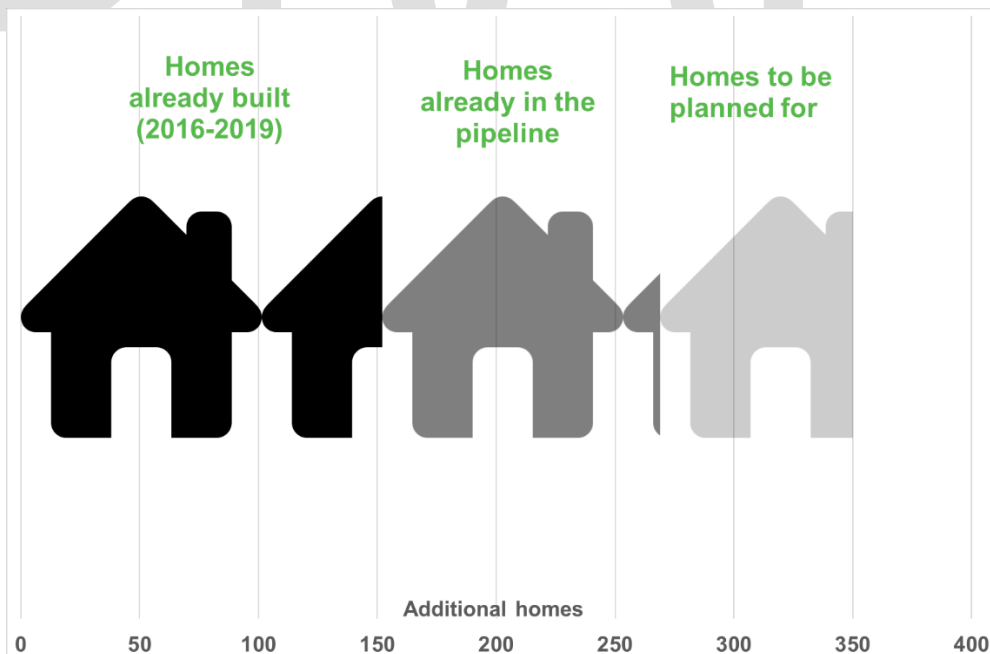
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Bradford on Avon is in the Trowbridge Housing Market Area.
8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006 – 2026, the Wiltshire Core Strategy identified a requirement for 780 homes. The new strategy proposes a requirement of 350 homes for the plan period 2016 – 2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.



¹ In Bradford on Avon 152 homes have been built between 2016 and 2019 and at 1 April 2019 117 are already in the pipeline (i.e. they have planning permission or resolution to grant planning permission).

11. When the number of homes built and in the pipeline is deducted it leaves a further 80 homes to be accommodated up to 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. The Bradford on Avon Neighbourhood Plan is due to be reviewed. This will still be able to propose development on sites, for example, that meet a particular local housing need – e.g. an identified need for self-build homes. At this stage it is too early to confirm whether the neighbourhood plan will be updated to allocate sites to meet the residual housing requirement of 80 homes, or whether this will need to be addressed through allocations in the Local Plan.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 70 homes could be built on brownfield sites over the period 2021 to 2031².
14. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Meeting a brownfield target will reduce the need for greenfield sites in the future reviews of the Local Plan. This could be positively addressed through the revised neighbourhood plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permissions, reduce the need.
16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.
17. At Bradford on Avon, given the modest scale of growth remaining to be planned for and the possibility to identify sites through a review of the neighbourhood plan, there may be no need to allocate further greenfield land.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, no additional employment land is needed at Bradford on Avon. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

² Further detail can be found in the Emerging Spatial Strategy paper.

³ Further detail can be found in the Emerging Spatial Strategy paper.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should it be higher or lower?

Place shaping priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Bradford on Avon that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
- Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
23. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Bradford on Avon.

- Delivery of employment growth and retention of all existing employment sites
- Provision of affordable housing to help reduce high levels of need in the town
- Improved air quality within the town centre in Bradford on Avon, reducing the impact of traffic, particularly within the Air Quality Management Area
- Continue to conserve, maintain and enhance the unique historic architecture of the town in Bradford on Avon
- Improve the pedestrian and cyclist environment through and around the town
- Achieve high quality design in new buildings and the public realm that respects and responds to its context.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

24. Land around Bradford on Avon is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focusing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Bradford on Avon, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.
25. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
26. It is hoped that work to identify additional brownfield opportunities will remove the need to consider greenfield land. But if Bradford on Avon is to expand the next difficult question focuses on where and how the built up area may need to extend to accommodate change.
27. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to more than one potential development site. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence.
28. This small pool of sites can be used to allocate sites in either the Local Plan or neighbourhood plan. One or more sites, in whole or part, will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
29. In Bradford on Avon only a small amount of land is required in order to meet strategic housing requirements. It is possible that this can be identified in the neighbourhood plan. The review of the neighbourhood plan, however, might also consider whether additional land is needed for development to meet the community's needs.
30. The Bradford on Avon Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land means that work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites that we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed, generally or in respect of individual sites?

DRAFT

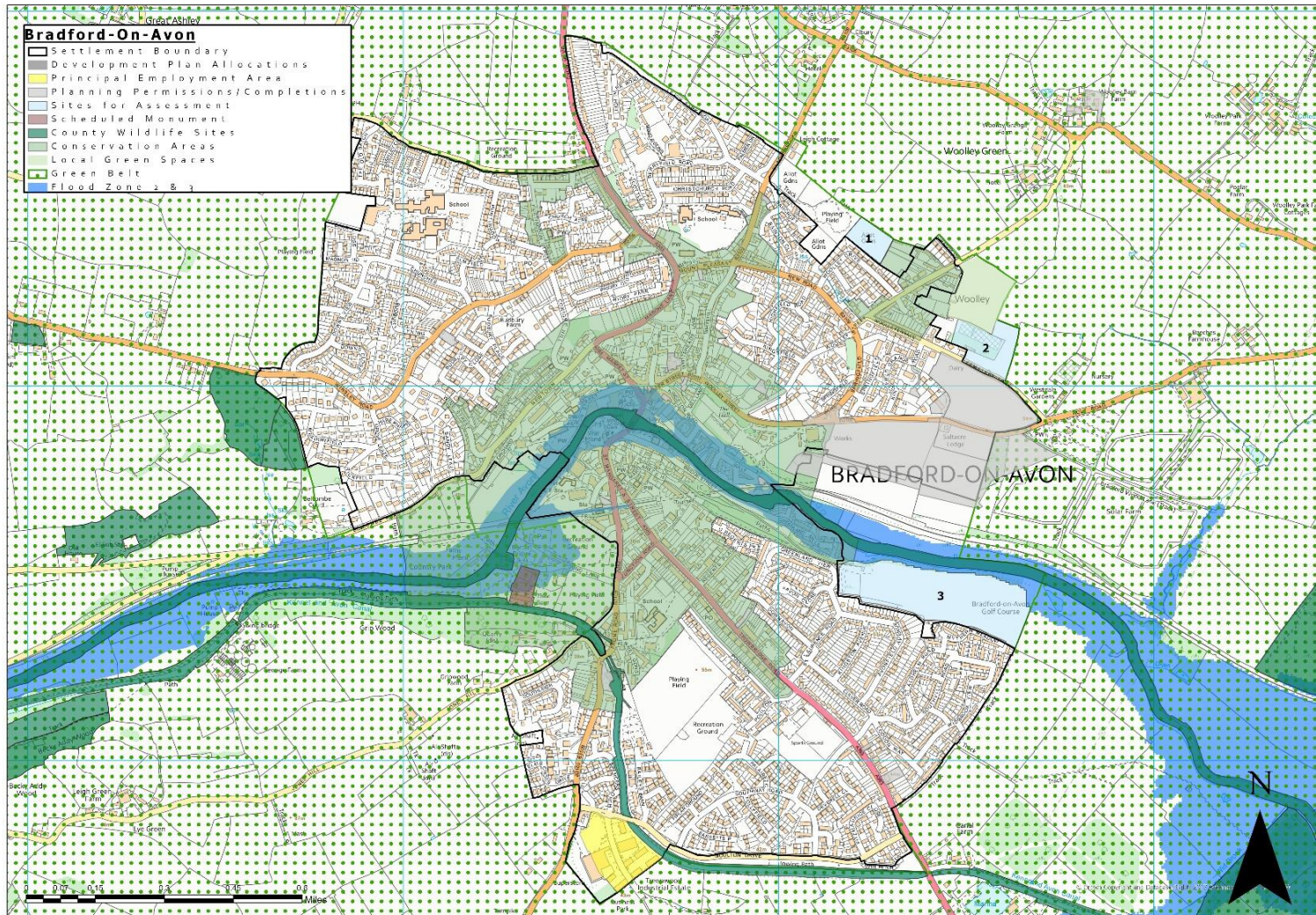


Figure 1 Map showing potential development sites for assessment

31. Three potential sites have been identified in Bradford on Avon for further assessment of their development potential. Not all of these sites will be allocated for development.

Considerations relevant to all the sites:

- The control of surface water discharges from new development is required.
- Sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel.
- Consideration must be given to impact on the Bradford on Avon Air Quality Management Area (AQMA).

Site 1: Allotments adjacent to Coronation Avenue (SHELAA site 171)

- Relatively small-scale site with potential to deliver 20 – 30 homes.
- Loss of allotments should be avoided where possible, unless alternative land can be secured elsewhere for this use.
- Impact on setting of adjacent Conservation Area and landscape may also limit capacity/suitability of this site.

Site 2: Land North of Holt Road and North of Cemetery Lane (SHELAA site 3102a)

- Cemetery Lane is to be closed to vehicular traffic as part of a legal agreement attached to the development of the allocated 'Bellway' site to the south. This will render site 2 inaccessible, unless subsequent agreement can allow for the pedestrianised route to be crossed, although the feasibility of this will need to be considered further.
- The site is open to the north with views across the Avon Valley and clay vales.
- The Wooley Conservation Area is within 100m of the site to the east, so development may affect its setting.
- A large area of the site has tree cover, which may also limit the developable area.
- Opportunity to enhance Local Green Space to the north.

Site 3: Golf course (SHELAA site 739)

- Site of a former golf course and historic landfill site – contaminated land and land stability likely to limit developability of this site.
- Access to the site is poor - the existing narrow road network of the adjacent housing estate is unlikely to be suitable.
- Potential impact on landscape setting of River Avon valley.

Settlement profiles

32. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p><u>Primary schooling</u> There are currently only a small number of surplus places in the Bradford on Avon primary schools, with limited scope for expansion.</p> <p><u>Secondary schooling</u> St Laurence Academy is at capacity but there is some scope for small scale expansion to meet the demand from up to 300 new homes.</p>
Energy	<p>According to Scottish and Southern Electricity Network's Network (SSEN) Capacity Map, the substation and supply points near Bradford on Avon (Trowbridge) are currently unconstrained. They are also unconstrained in relation to energy generation, according to SSEN's Generation Availability Map.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Bradford on Avon there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> Whilst there are sufficient adult sized grass pitches the quality of these pitches need to be upgraded and there is the need for a 3GATP to meet the needs of the local junior youth football community. <p>Leisure Facilities</p>

Topic	Comment
	<ul style="list-style-type: none"> Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Bradford on Avon Swimming Pool, will be informed by this work, which will include planned growth and demand.
Health	<p>There is one General Practitioner surgery in Bradford on Avon.</p> <p>There are capacity issues within Bradford on Avon. The gap in provision is -177m² (as at September 2016). The gap is expected to decrease to -159m² by 2026.</p> <p>The buildings are considered to not be fit for purpose. A new building is required.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 15% in the 60-74 age group and 81% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 26% and the 15-29 age group to decrease by 12%. Finally, the 30-44 age group is expected to decrease by 19% and the 45-59 age group to decrease by 15%.</p> <p><u>Local Household Incomes</u></p> <p>The annual average gross income is £43,800 and the net income after housing costs is £30,200.</p> <p><u>Affordability Ratio (based on 2 bed property)</u></p> <p>Median price is £247 300 Annual gross income £43 800 Affordability ratio is 5.65</p>
The local economy	<p>Bradford on Avon has low levels of unemployment</p> <p>The town centre has a good range of retail provision and is subject to vacancy rates below the national average.</p> <p>There is a high concentration of jobs in Accommodation & Food Services,</p> <p>2017 saw the construction of a new HQ and production facility for Research & Design-led automotive business Anthony Best Dynamics as part of the Kingston Farm mixed-use development, which has also accommodated additional employers.</p> <p>There is a limited supply of employment sites and premises available in Bradford on Avon.</p> <p>There is modest capacity to provide additional retail floor space where it doesn't impact the health of the town centre.</p> <p>There is little capacity for additional convenience and comparison.</p>

Topic	Comment
Transport	<p data-bbox="467 253 639 282"><u>Key features</u></p> <p data-bbox="467 315 1393 577">The A363 runs through Bradford on Avon and provides a link to Bath (and the M4) to the north via the A4, and to Trowbridge to the south, and thence to the A350 at Yarnbrook. Bradford on Avon is also served by a number of radial B roads: the B3107 connects the town to Melksham and the A350 to the east, the B3109 links the town to Corsham in the north and Frome to the south, and the B3108 links Bradford to the village of Winsley and the A36 to the west.</p> <p data-bbox="467 611 1382 719">The town is relatively well served by bus routes. The D1 service runs frequently between Bath and Warminster via Bradford, Trowbridge and Westbury with an extension to Salisbury every 2 hours.</p> <p data-bbox="467 752 1294 860">Bradford on Avon rail station is well served by the Cardiff to Portsmouth and Bristol to Weymouth services. These services provide direct links to Bath, Bristol, Trowbridge and Salisbury.</p> <p data-bbox="467 898 919 927"><u>Current constraints/local concerns</u></p> <ul data-bbox="467 965 1374 1704" style="list-style-type: none"> <li data-bbox="467 965 1374 1144">• The A363 crosses the River Avon on Town Bridge, the only road crossing of the river in the town. The roads in the historic town centre are very narrow and with a daily traffic flow of 20,000 vehicles per day this leads to congestion at peak periods. Three out of five vehicles originate outside the town. <li data-bbox="467 1160 1334 1267">• The high volume of traffic together with the narrow streets and footways has resulted in the town centre being dominated by vehicles and having a poor pedestrian environment. <li data-bbox="467 1283 1326 1346">• Due to the high traffic flows, an Air Quality Management Area (AQMA) has been declared in the town centre. <li data-bbox="467 1361 1238 1391">• Peak hour delays on the A363 also affect bus services. <li data-bbox="467 1406 1366 1435">• Rail services do not connect directly to Chippenham or Swindon. <li data-bbox="467 1451 1350 1581">• The historic fabric of Bradford on Avon, its hilly topography, and numerous environmental constraints (River Avon, Kennet and Avon Canal and railway line) restricts pedestrian and cycling connectivity. <li data-bbox="467 1597 1374 1704">• Facilitating future development growth would increase pressure on the A363 through Bradford on Avon, causing more congestion and potentially exacerbating the existing air quality issues. <p data-bbox="467 1742 647 1771"><u>Opportunities</u></p> <ul data-bbox="467 1809 1390 1951" style="list-style-type: none"> <li data-bbox="467 1809 1390 1951">• The A363 through Bradford on Avon is identified in Department for Transport's Major Road Network (MRN) consultation. The MRN status provides the potential opportunity to secure funding to improve the function of this section of MRN.

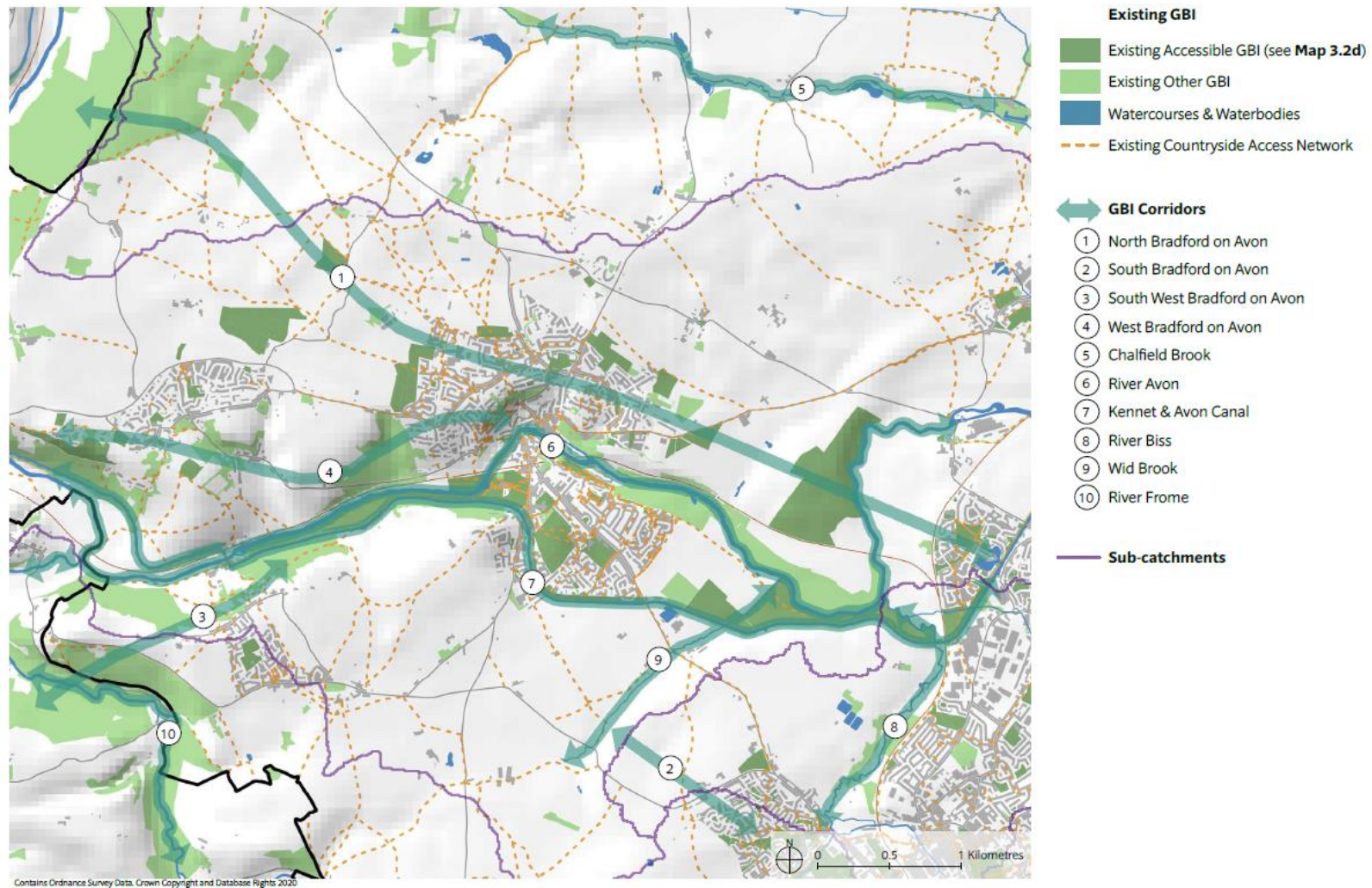


Figure 2 Map showing Bradford on Avon Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

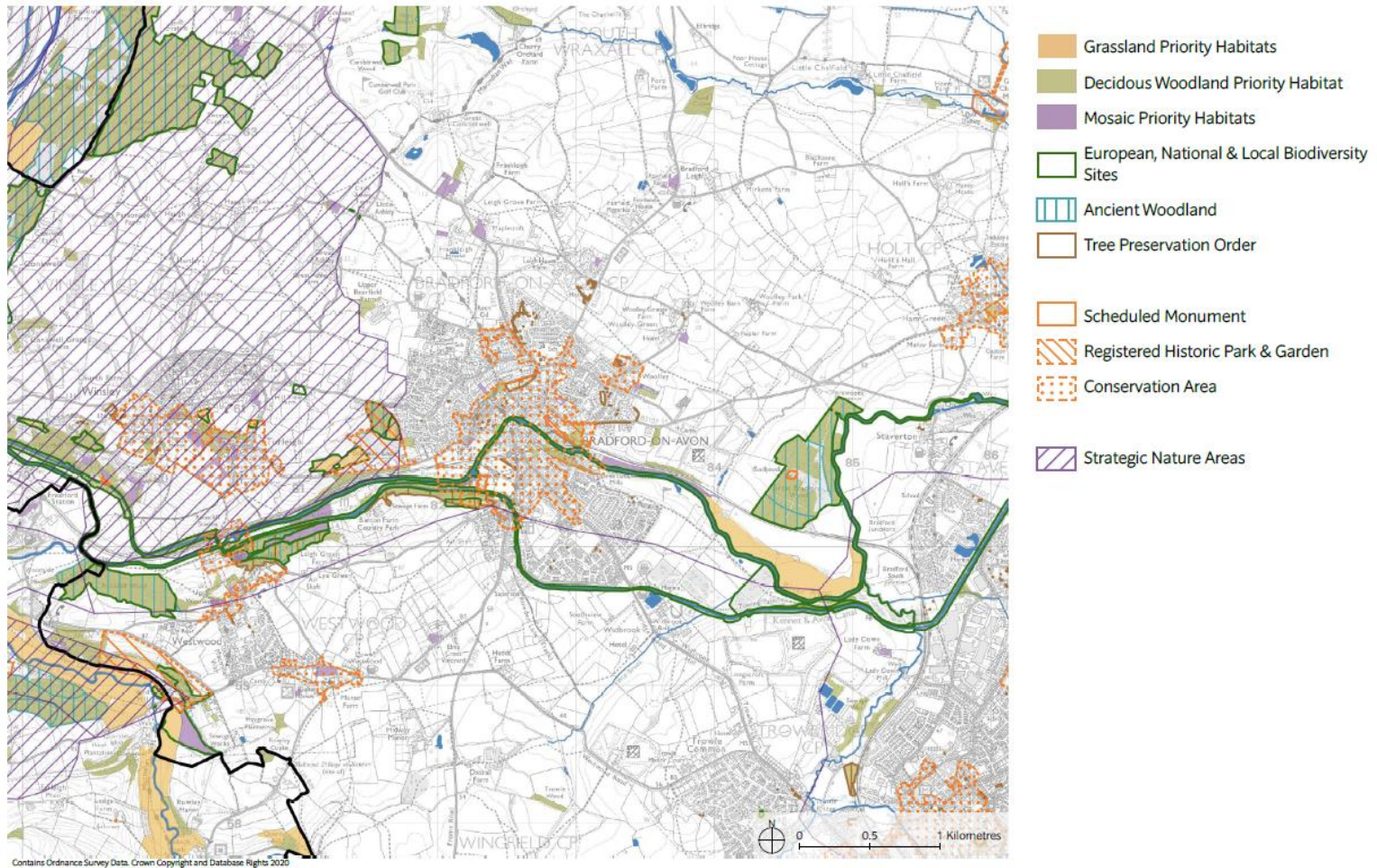


Figure 3 Map showing Bradford on Avon Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Bradford on Avon – Pool of Potential Development Sites

Site Selection Report



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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built up area of Devizes – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Bradford on Avon the requirement emerging is for an additional 350 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Bradford on Avon Neighbourhood Plan. Taking account of this amount approximately 80 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process

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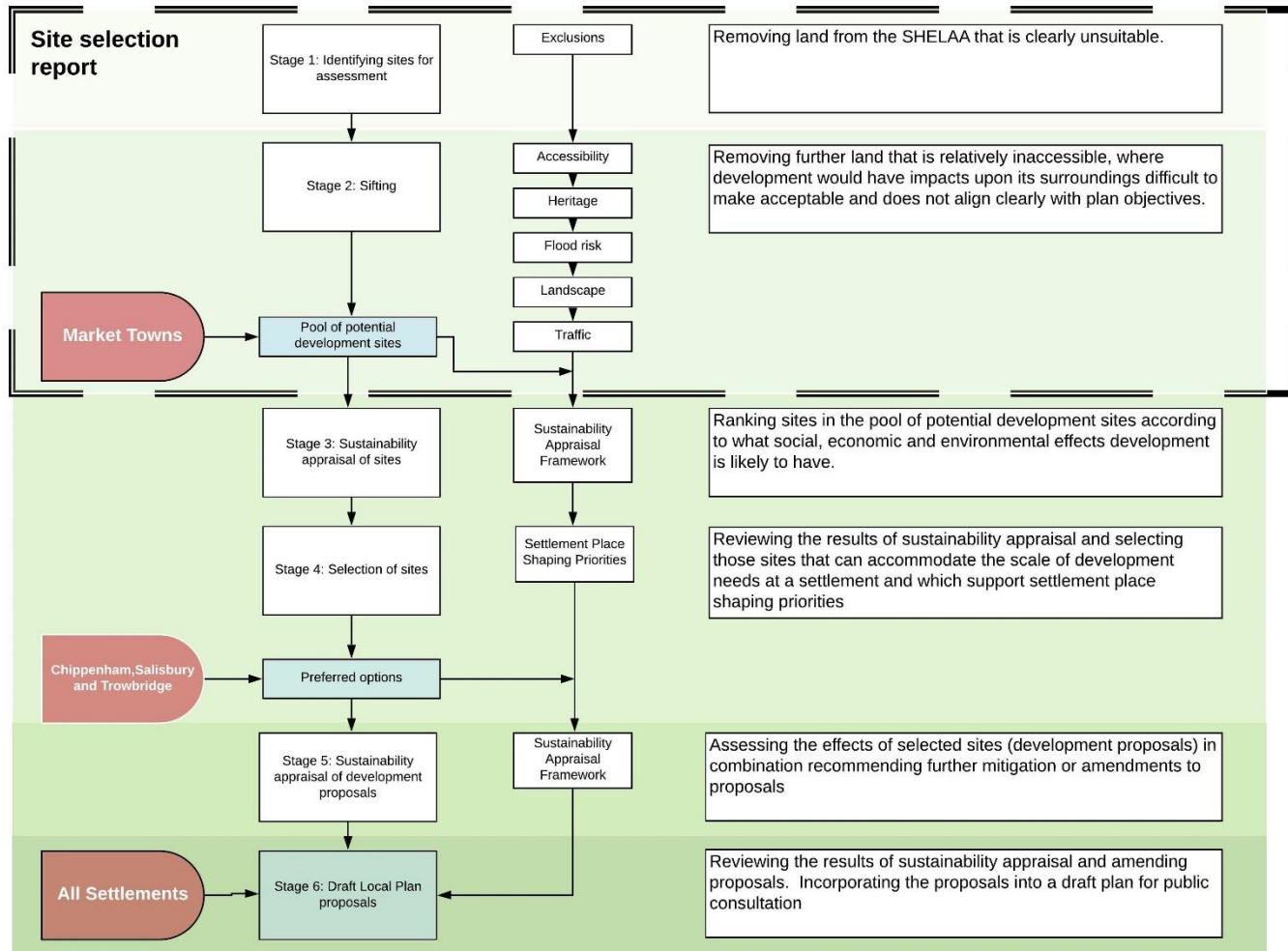


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 - Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place-shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stage 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Bradford-On-Avon and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows the 12 sites have been excluded as they are within green belt.

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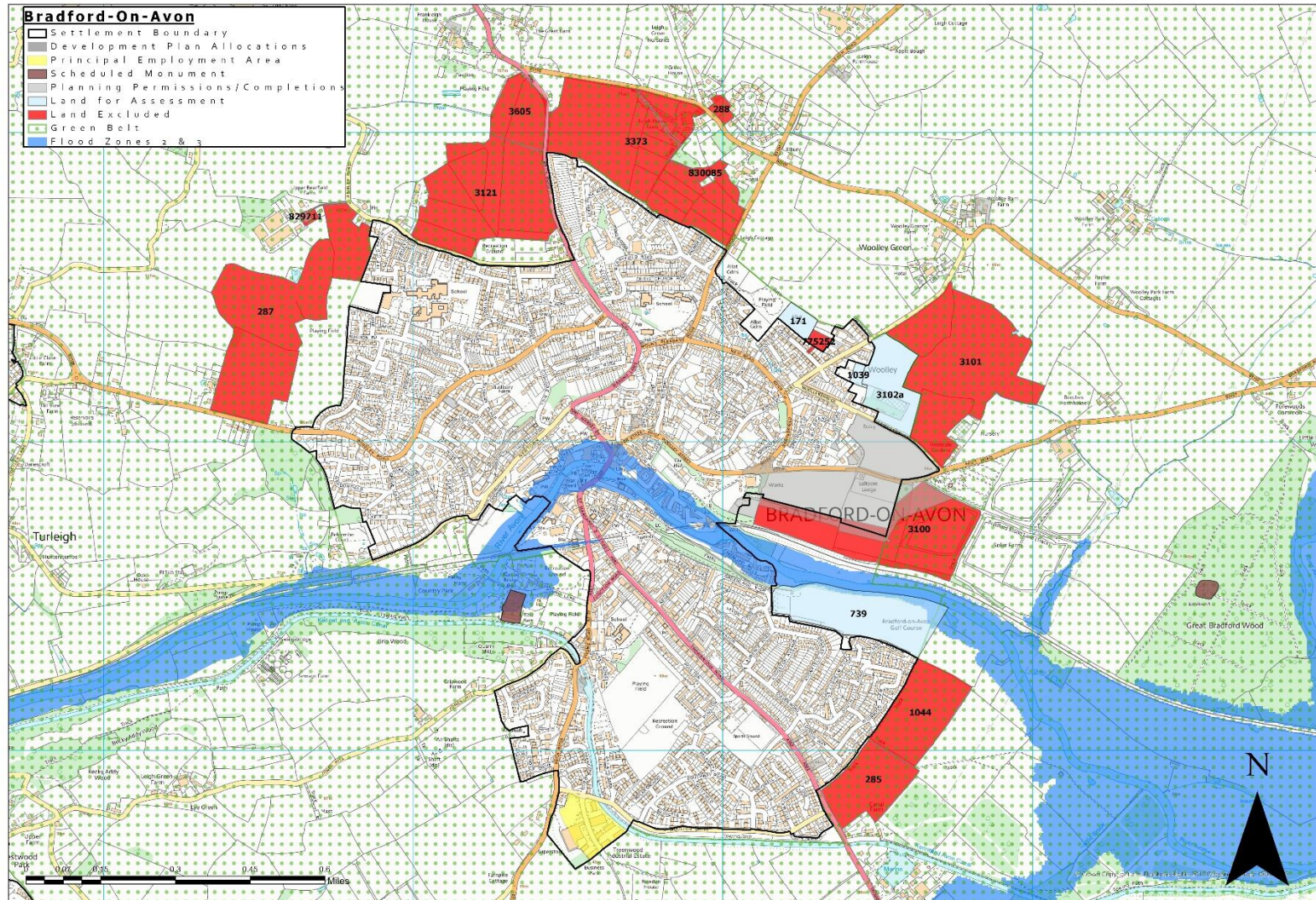


Figure 2 Map showing SHELAA land excluded at Stage 1

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red) , medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.
42. A description of the settlement strategic context for Bradford on Avon is shown in the table below:

Bradford on Avon Strategic Context

Context criteria	Detail
Long-term pattern of development	Historically Bradford on Avon has developed along the line of the River Avon but has seen limited growth over recent years, with the most notable extensions occurring during the 1960s – 1980s around to the south east and north west of the town. More recently, the Kingston Mills site has been redeveloped to create a mix of retail, office and residential uses and the allocated site in the Local Plan, off Holt Road, has been mostly built out. The latter is located in area to the east of Bradford that was excluded from the Green Belt in the West Wiltshire District Local Plan 2004 so that it could be safeguarded for longer term development.
Significant environmental factors	<p>The Western Wiltshire Green Belt covers a significant area close to the settlement boundary of Bradford on Avon and is a significant constraint to development.</p> <p>Air quality/traffic congestion is an issue for the centre of the town (particularly where Market Street meets Sliver Street where an AQMA has been designated). The potential for new development to help to alleviate this issue should be considered.</p> <p>Bradford on Avon is known as an historic woollen town but there is evidence of occupation since the Roman period. St Laurence Church, one of the few remaining buildings in the country dating from the Saxon period, is located close to the town centre. The history and distinct vernacular of the town and its setting is popular with tourists. This is reflected in the large Conservation Area for Bradford on Avon which covers a large proportion of the town and extends to the limits of development in a number of places.</p> <p>There are some areas of flood risk associated with the river Avon which flows through the centre of the town.</p> <p>The local area also has strong links with the Bath and Bradford on Avon Bats Special Area of Conservation.</p>
Scale of growth and strategic priorities	<p>The scale of growth is relatively low, reflecting land availability and constraints to development at Bradford on Avon.</p> <p>Strategic priorities include:</p> <ul style="list-style-type: none"> • Delivery of employment growth and retention of all existing employment sites • Provision of affordable housing to help reduce high levels of need in the town • Improved air quality within the town centre in Bradford on Avon, reducing the impact of traffic, particularly within the AQMA • Continue to conserve, maintain and enhance the unique historic architecture of the town in Bradford on Avon

	<ul style="list-style-type: none"> • Improve the pedestrian and cyclist environment through and around the town • Achieve high quality design in new buildings and the public realm that respects and responds to its context.
Future growth possibilities for the urban area	The Green Belt is a significant constraint to development at Bradford on Avon which, in combination with Local Green Spaces designated in the Bradford on Avon Neighbourhood Plan, means that there are a limited number of realistic options for meeting future housing and employment needs at the town to 2036. Brownfield development is likely to continue to play a key role in meeting the towns housing needs.

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
71 275	Allotments adjacent to Coronation Avenue	Green	Green	Yellow	Red	Yellow	<p>Although the site scores a 'red' against the landscape criteria, it is a relatively small site with built up areas on two sides and a playing field on the other. Views from the north would be the most sensitive to development but possibly limited by the relatively level topography. Therefore, the potential for suitable mitigation measures to be provided should not be dismissed at this stage. Any potential impact on the setting of the Conservation Areas will also need to be considered further. Perhaps an alternative site for the allotments could potentially be secured nearby within the Green Belt in collaboration with the town council? If adjacent to the site this could achieve a softer edge between the developed area and open countryside.</p> <p>The size of the site means that it would perhaps be more suitable for allocation in a neighbourhood plan but this is not sufficient reason to dismiss the site at this stage. Carry forward to the next stage of assessment.</p>	✓
739	Golf course	Yellow	Yellow	Green	Green	Yellow	<p>This is the largest site of the remaining options under consideration. Flood Zones 2/3 covers a marginal area towards the northern edge of the site. The site is, however, also the location of a historic landfill (ref EAHLD09639) and, particularly given the relationship of the site with the adjacent river, there is a potential risk associated with contaminated land and land stability issues. The accessibility criteria for the site scores 'amber' but the assessment of accessibility at this stage is limited to proximity, rather than physical access or route. Achieving suitable physical access for the site is, however, likely to be challenging. The only access would be through the existing housing</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic		Taken Forward
							<p>Stage 2A and Stage 2B - Overall judgement</p> <p>estate onto the existing junction with Trowbridge Road. It would also mean that westbound traffic would need to travel through the AQMA.</p> <p>Currently insufficient reasons to discount this site against the criteria for this stage. These issues will need to be fully considered in subsequent more detailed assessments.</p>	
1039 Page 276	Land adjacent to Holt Road						<p>This site is relatively small and lies adjacent to site 3102a and is subject to the same constraints to development in relation to its physical accessibility (see below commentary on site 3102a). It is, however, unconnected to site 3102a, with the area in between (that falls within the original footprint of site 3102a), designated as Local Green Space.</p> <p>The site is a rear garden of an existing house in a Conservation Area. It has large existing trees that provide a setting to the building. Development of this site would affect both the setting of the Conservation Area and the local green space to the east. The Conservation area Character Assessment notes the importance of views across this open area within the settlement and notes the importance of scattered fruit trees (remnants of former orchards) in contributing to the historic character of the area.</p> <p>Exclude from further consideration on landscape and heritage grounds.</p>	✗
3102a	Land North of Holt Road and North of Cemetery Lane						<p>The site is open to the north with views across the Avon Valley and clay vales.</p> <p>The Wooley Conservation Area is within 100m of the site to the east, so development of the site could potentially affect its setting.</p> <p>A large area of the site has established tree cover, which may limit the developable area.</p> <p>There may, however, be opportunity to enhance Local Green Space to the north.</p> <p>There is no access to this site via Cemetery Lane, which runs along the southern boundary of the site, because this road will be closed for vehicular access as part of the construction of the 'Bellway' development on site 3102b. It has also been established that access via Woolley Street, through a Local Green Space covering the north of the site and designated as such in the adopted</p>	✓

Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Overall judgement	Taken Forward
SHELAA							Stage 2A and Stage 2B - Overall judgement	
							Neighbourhood Plan, would be unsuitable. This was established through the recent determination of withdrawn and refused planning applications. The site is also sensitive in landscape terms and adjacent to the Wooley Conservation Area. Recent decision (19/09366/OUT) refused planning permission for housing development of this site. However, the feasibility of crossing the pedestrianised lane, or the creation of a pedestrian/cycle overpass to enable the site to gain acceptable access to the highway, will need to be considered at a later stage of assessment. Insufficient reasons to exclude at this stage so carry forward for further assessment.	

46. No sites have been combined for the next stage of assessment.

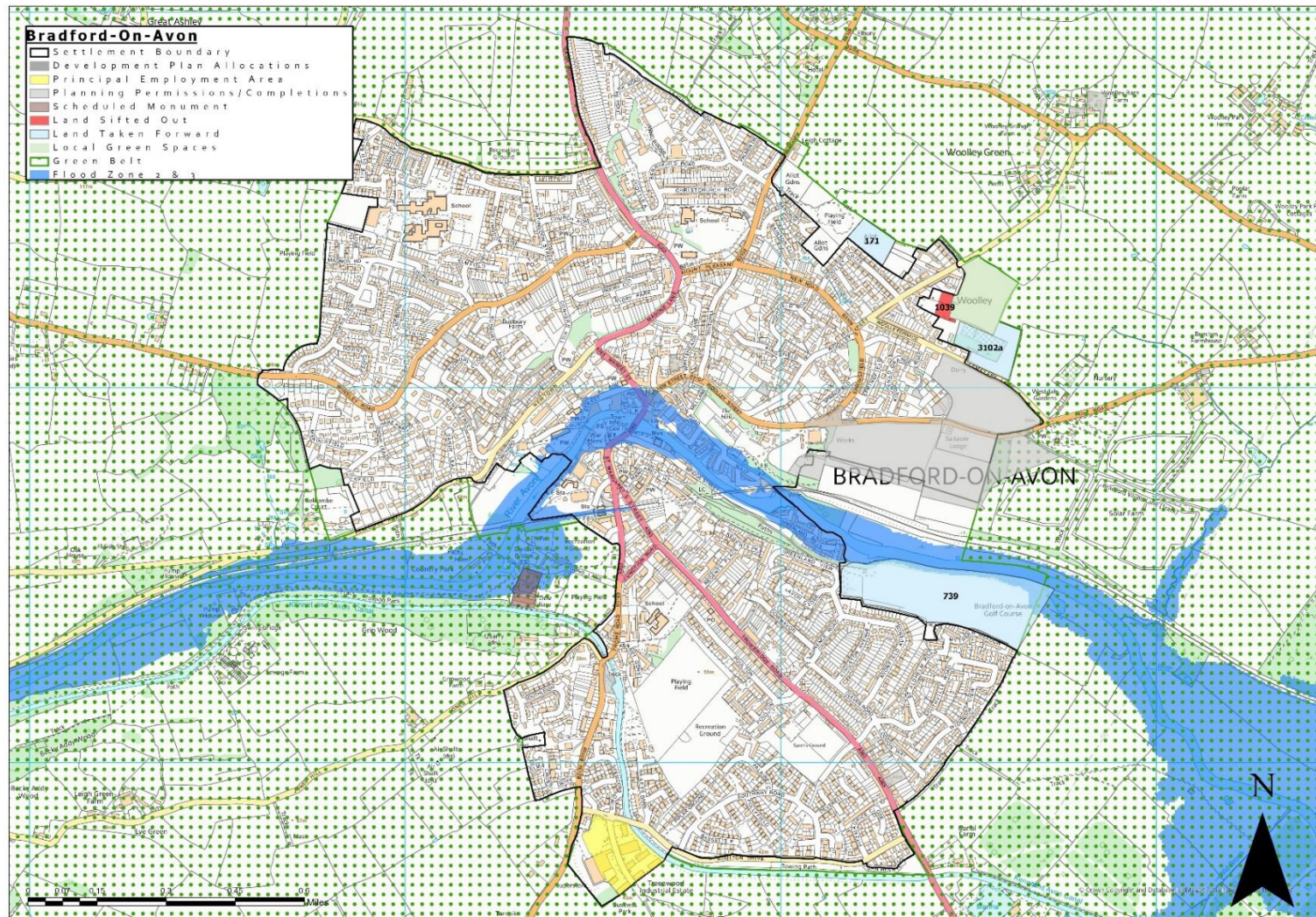


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

47. The following map shows the final pool of potential development sites under consideration. From these sites those necessary to meet scales of growth and priorities for the town over the plan period may be selected subject to the outcomes of further assessment. Consequently, only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

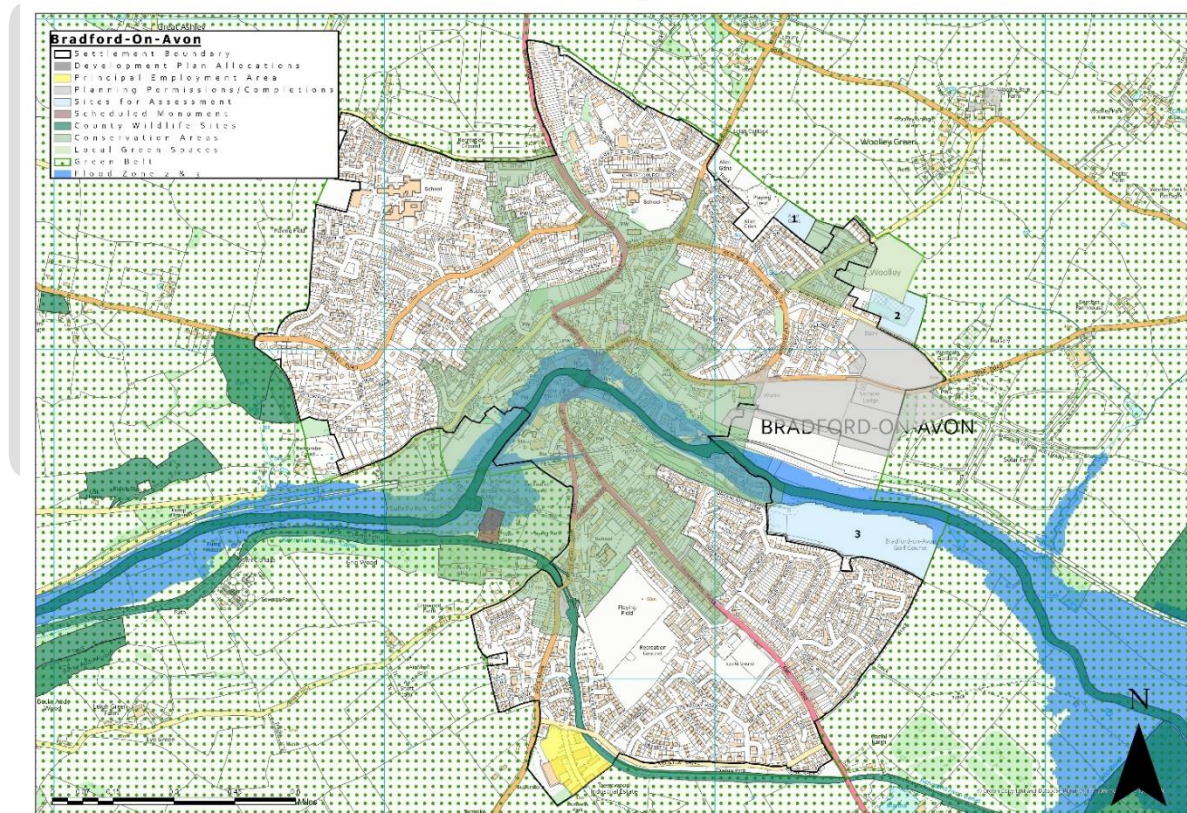


Figure 3 Map showing pool of potential development sites

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Wiltshire Local Plan Review

Planning for Calne

Introduction

1. What will Calne be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

How much should the town grow?

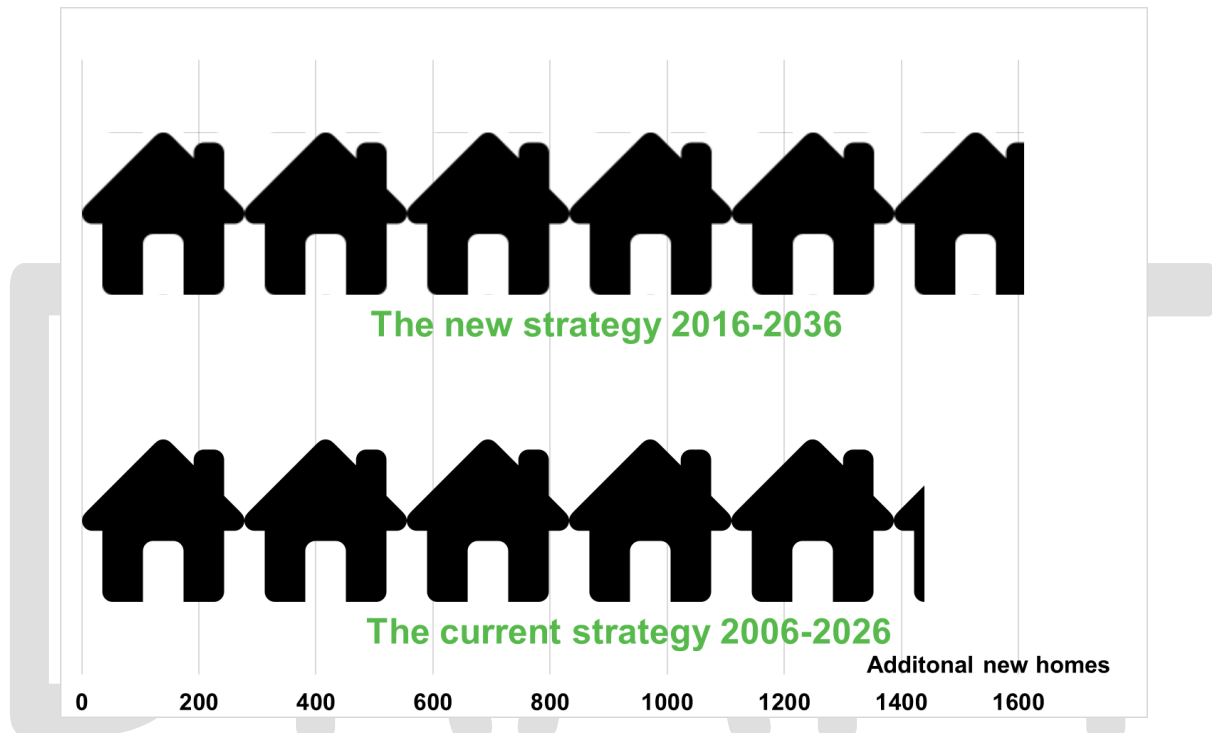
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents.

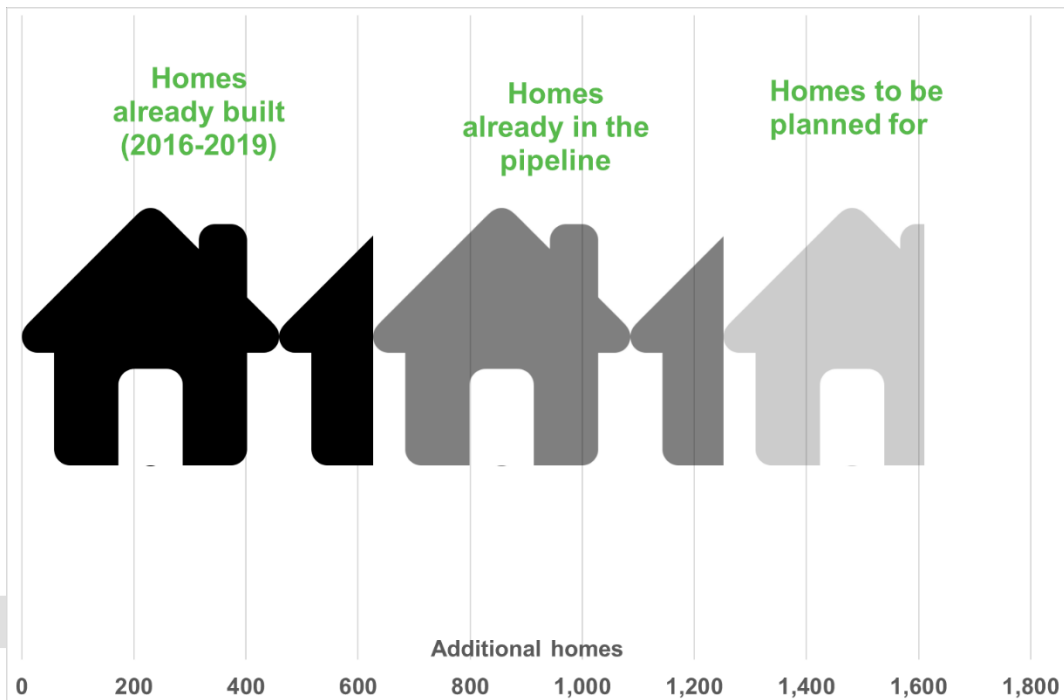
There are four housing market areas in Wiltshire and each area includes many settlements. Calne is in the Chippenham Housing Market Area.

8. The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned, as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identifies a requirement for 1440 homes. The new strategy proposes a requirement of 1610 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Calne, 627 dwellings have been built between 2016-2019 and at 1 April 2019, 625 homes are already in the pipeline i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Calne Community Neighbourhood Plan.



11. When the number of homes built and in the pipeline is deducted it leaves a further 360 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure a supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. In Calne, the Calne Neighbourhood Plan may identify sites on which these new homes can be built. The neighbourhood plan will also be able to propose development on sites, for example, that meet a particular housing need, for self-build housing or for other uses, and positively plan for brownfield sites.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 60 homes should be built on brownfield sites over the next 10 years².
14. The Local Plan must ensure that the proposed scale of growth will be accommodated. The Council must be certain that there is a land supply sufficient to meet assessed need. But the Council cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Planning positively for brownfield sites as part of reviewing the neighbourhood plan can however provide certainty about them coming forward, this will then reduce the amount of greenfield land needing to be planned for.
16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas are also a means for the community, with developers and land

² Further detail can be found in the Emerging Spatial Strategy paper.

owners, to help bring forward brownfield opportunities and achieve appropriate designs.

17. In Calne, the Town and Parish Councils may also be able to progress higher growth options through the neighbourhood plan that have local community support, for example, to deliver specific types of infrastructure.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, 4ha employment land is needed at Calne. This recognises a need to address concerns about job growth corresponding to the recent increase in new homes being built at the town. Land is already allocated for employment in the existing Wiltshire Core Strategy but further employment land is now required.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Calne that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth

³ Further detail can be found in the Emerging Spatial Strategy paper.

22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits.
23. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified.

- A consolidated approach to any housing growth, with the protection and provision of new employment land
- Support development that is well connected to Calne Town Centre and encourage delivery of infrastructure to support sustainable development
- Ensure infrastructure improvements to the local road network, reduce traffic congestion and improve air quality
- Minimise the impact of development and associated infrastructure on the environment to help to meet the Calne Town Council Climate and Environmental Emergency Pledge
- Develop a plan for town centre regeneration that will ensure continued investment in the town centre
- Provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

24. Land around much of Calne is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focusing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Calne, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.
25. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.

26. But if Calne is to expand, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Calne and where is it most appropriate to consider development options.
27. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in either the Local Plan or neighbourhood plan. One or more sites, in whole or in part, will be selected and the rest of the pool of the potential development sites will remain as they are i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
28. In Calne, only a relatively small amount of land is required in order to meet strategic housing requirements and this will be identified by the neighbourhood plan. The review of the neighbourhood plan can also consider whether further land is needed for development to meet the community's needs. One or more sites will be selected for housing in the Local Plan and the rest of the pool of potential development sites will remain as they are. In Calne, in total, approximately 4 hectares of land for employment development will also be needed.
29. The Calne Community Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land, work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important social, economic or environmental factors you think we've missed that need to be considered generally or in respect of individual sites?

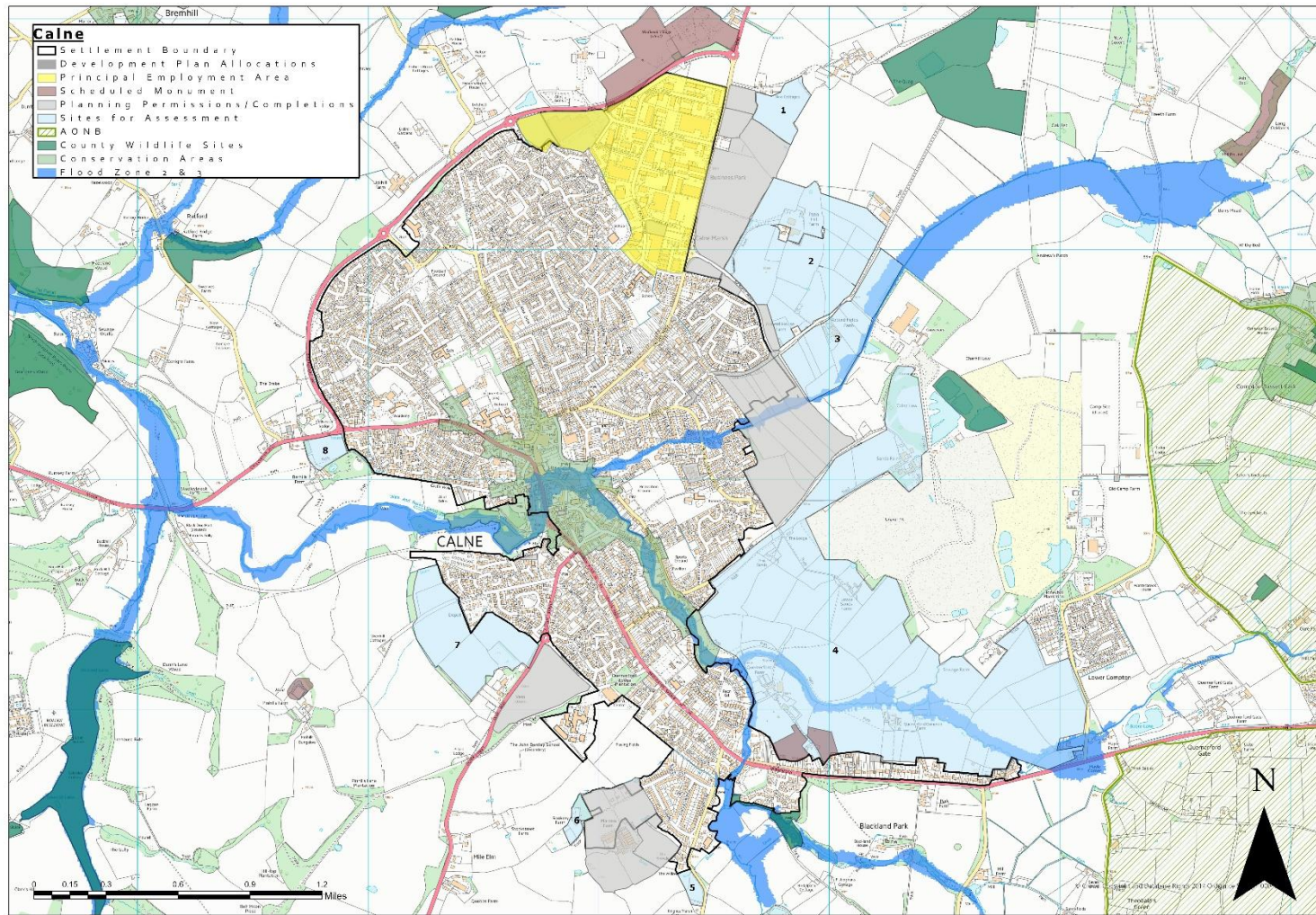


Figure 1 Map showing potential development sites for assessment

30. Eight potential sites have been identified in Calne for further assessment of their development potential. Given the relatively small amount of land that needs to be planned for at Calne, not all of any particular site may be required at this time, but it would be sensible to consider the area as a whole when decision-making. Key considerations for these potential site options are provided below.

Considerations relevant to all sites in Calne:

- Sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure;
- Development in Calne will need to positively contribute to finding solutions to traffic congestion and poor air quality in the town centre, through a combination of helping to reduce transport movements on local roads and through new transport infrastructure; and
- All development should positively support town centre regeneration, helping to ensure continued investment in the town centre.

Site 1: Land south of High Penn Track, Calne (SHELAA site 3616)

- Potential for heritage impacts as the site is close to the scheduled medieval settlement site at Beversbrook
- New housing development is being built-out adjacent to the western boundary of the site
- The site could form a suitable urban / rural edge if the north of the site is set out as planted green infrastructure linking in with the local nature reserve to the east

Site 2: Land to the west of Spitfire Rd (SHELAA sites 495, 3610)

- Potential for access onto Spitfire Road or Sand Pit Road
- Likely low flood risk and heritage impacts
- In landscape terms, site will need further assessment of impacts on the Area of Outstanding Natural Beauty (AONB) to the east

Site 3: Land to the east of Spitfire Rd (SHELAA sites 488, 489, 451, 3168)

- Areas of flood risk associated with Abberd Brook along southern boundary
- The site is closer to the AONB than some other sites and therefore may be more sensitive to development
- The site is in close proximity to Hills Quarry Products operations, therefore there will be potential noise and dust issues which will require further assessment

Site 4: Land to the north of Quemerford (SHELAA sites 3642, 487, 1104a/b/c)

- A large split site which has the potential for landscape impacts, particularly towards the eastern part of the site

- Potential for impacts on the existing mitigation and enhancement of the former extraction and landfill at Sands Farm and on Sands Farm Quarry County Wildlife Site
- Some areas of flood risk through the southern part of the site
- Potential impacts on the scheduled monument (medieval rural settlement at Quemerford) and on the setting of Grade I listed Hayle Farm on the eastern edge
- Site may need to provide an access onto the A4 to the south

Site 5: Land at Stockley Lane (SHELAA site 700)

- Access onto Stockley Lane
- The site is open to views out to the countryside to the west but relatively well screened to the east
- Development of the site could be seen as encroachment into the countryside. The AONB is approximately 330m to the south and an assessment of impacts on the AONB may be needed

Site 6: Rookery Farm (SHELAA site 3254)

- Access could be achieved onto Cherhill Way
- Site is adjacent to new housing at Marden Farm
- Site is well screened by existing trees and hedgerows – these features would need to be retained on-site where possible

Site 7: Land off Wenhill Lane (SHELAA sites 709, 3211, 3251, 3312)

- Access would need to be provided onto the A3102
- Potential for impacts on the Bowood House & Gardens to the west and on the setting of Grade II* listed Vernleaze
- Existing landscaping would need protection and enhancement to provide suitable screening on this urban / rural edge out to the west

Site 8: Land South of Chilvester Hill (SHELAA site 3172)

- Potential to access A4/A3102 via existing roundabout
- Site relatively well screened to the south and west although there are long distance broken views to the east of Cherhill escarpment
- Potential heritage impacts on Grade II listed Berhills Farm

Settlement profiles

When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>New housing development would require financial contributions to create places at existing early years provision.</p> <p>There are surplus primary school places apparent at Marden Vale Primary School and an opportunity to expand Priestly Primary School by 105 places.</p> <p>Surplus secondary places are also apparent at Kingsbury Green Academy.</p>
Energy	<p>According to Scottish and Southern Electricity Network's Network (SSEN) Capacity Map, the substation and supply points in and around Calne are currently unconstrained. However, the infrastructure is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in Figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in Figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Calne there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Playing fields and pitches: Calne Town Council own Beversbrook, a high-quality facility. There are no further requirements for any more football or cricket facilities at Calne. Contributions potentially

Topic	Comment
	<p>will be sought from development for upgrades / maintenance of existing facilities.</p> <p>Leisure Facilities Wiltshire Council has recently completed an improvement programme to Calne Leisure Centre as part of the Community Campus and Hub programme. The facility, now known as Calne Community Campus, is due to open in December 2020. There are no further requirements or plans to improve leisure facilities / buildings in Calne at this current time.</p>
Health	<p>There are two GP surgeries in Calne. A planning application for a new surgery to replace the existing Patford House surgery which has been outgrown has been approved. The new surgery is situated on Silver Street, to the south of Calne.</p> <p>An Extension has been built on Northlands Surgery site. This covers the required need.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 50% in the 60-74 age group and 105% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 8% and the 15-29 age group to increase by 12%. Finally, the 30-44 age group is expected to increase by 8% and the 45-59 age group to decrease by 10%.</p> <p><u>Local household income</u></p> <p>The annual average gross income is £37,400 and the net income after housing costs is £27,100.</p> <p><u>Affordability Ratio (based on 2 bed property)</u></p> <p>Median price £165,900</p> <p>Annual gross income £37,400</p> <p>Affordability ratio 4.44</p>
The local economy	<ul style="list-style-type: none"> • High concentration of manufacturing jobs • Potential for additional employment growth at the Porte Marsh Industrial Estate • Low levels of unemployment • One of the lowest levels of self-containment due to proximity to the M4, Swindon and Chippenham • Town centre unit vacancy rates fall below the national average • There is no or limited capacity for additional convenience and comparison retail floorspace up to 2036
Transport	<p><u>Key features</u></p> <p>Calne is well served by the A4 which provides a direct link to Chippenham and Bath with the A3102 forming a western bypass leading 13 miles northeast to the M4 at Swindon. These routes benefit</p>

Topic	Comment
	<p data-bbox="483 248 1409 315">from a regular bus service to Chippenham railway station and Swindon with recent investment in ultra-low emission buses.</p> <p data-bbox="483 338 938 371"><u>Current constraints/local concerns</u></p> <ul data-bbox="483 394 1409 902" style="list-style-type: none"> <li data-bbox="483 394 1409 461">• A designated Air Quality Management Area (AQMA) is in place in the centre of the town, mainly the A4. <li data-bbox="483 483 1409 595">• Highway congestion around A4 Curzon Street, Mile Elm / Silver Street / White Hart causes delay and contributes significantly towards poor air quality. <li data-bbox="483 618 1409 730">• HGV concerns along the A4 / A342 through Calne. Hills Waste HGVs also causing resident concern along Sandpit Road and Spitfire Road RBT junction. <li data-bbox="483 752 1409 819">• Peak hour delays on the A4 also affect bus services (partly as a result of a lack of bus priority measures). <li data-bbox="483 842 1409 902">• The nearest rail station is at Chippenham (some 5 miles away) which offers rail connections to Bristol and London. <p data-bbox="483 925 663 958"><u>Opportunities</u></p> <ul data-bbox="483 981 1409 1048" style="list-style-type: none"> <li data-bbox="483 981 1409 1048">• Significant development growth could potentially deliver an eastern bypass which has been a long-standing local aspiration.

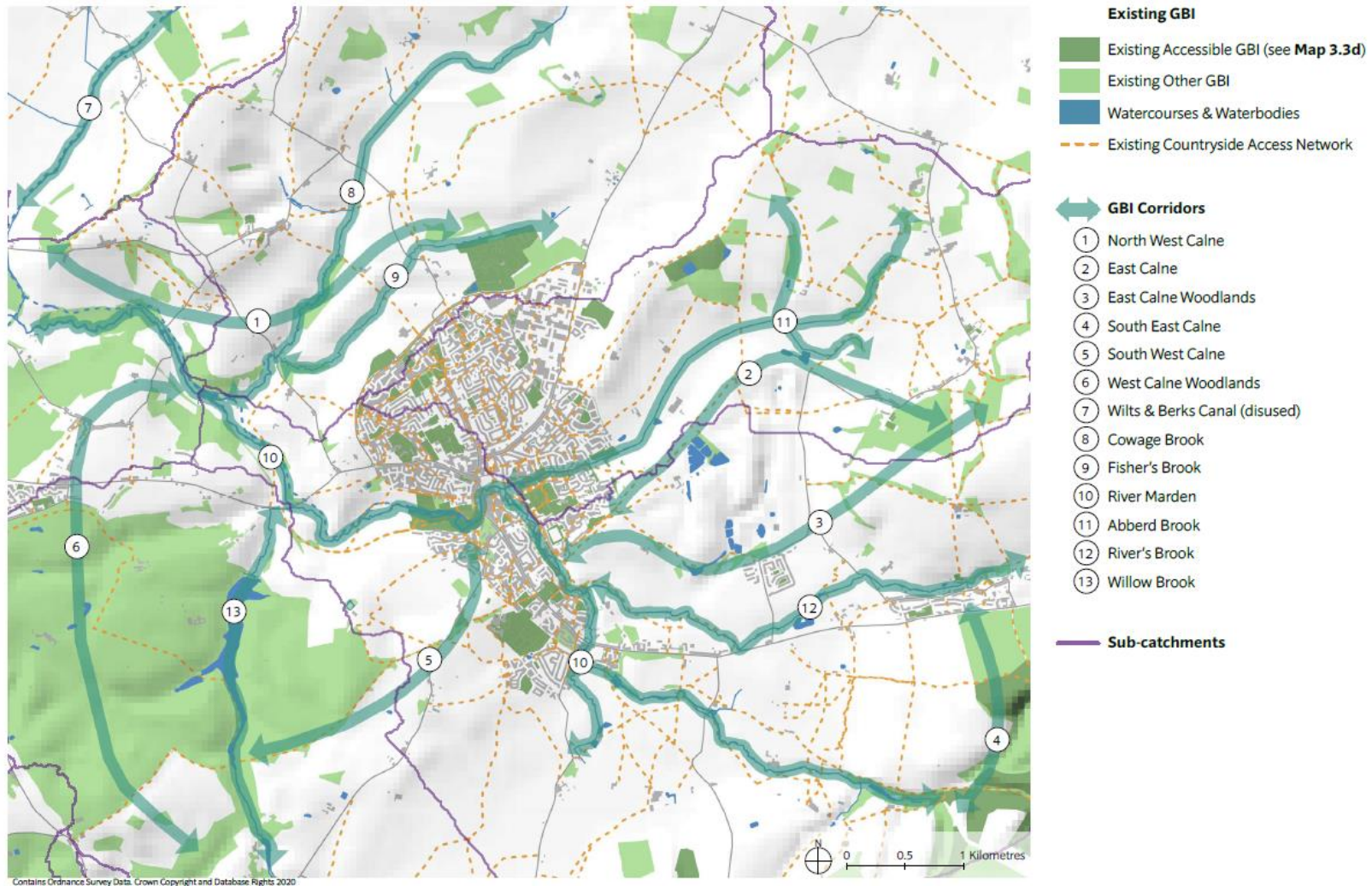


Figure 2 Map showing Calne Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

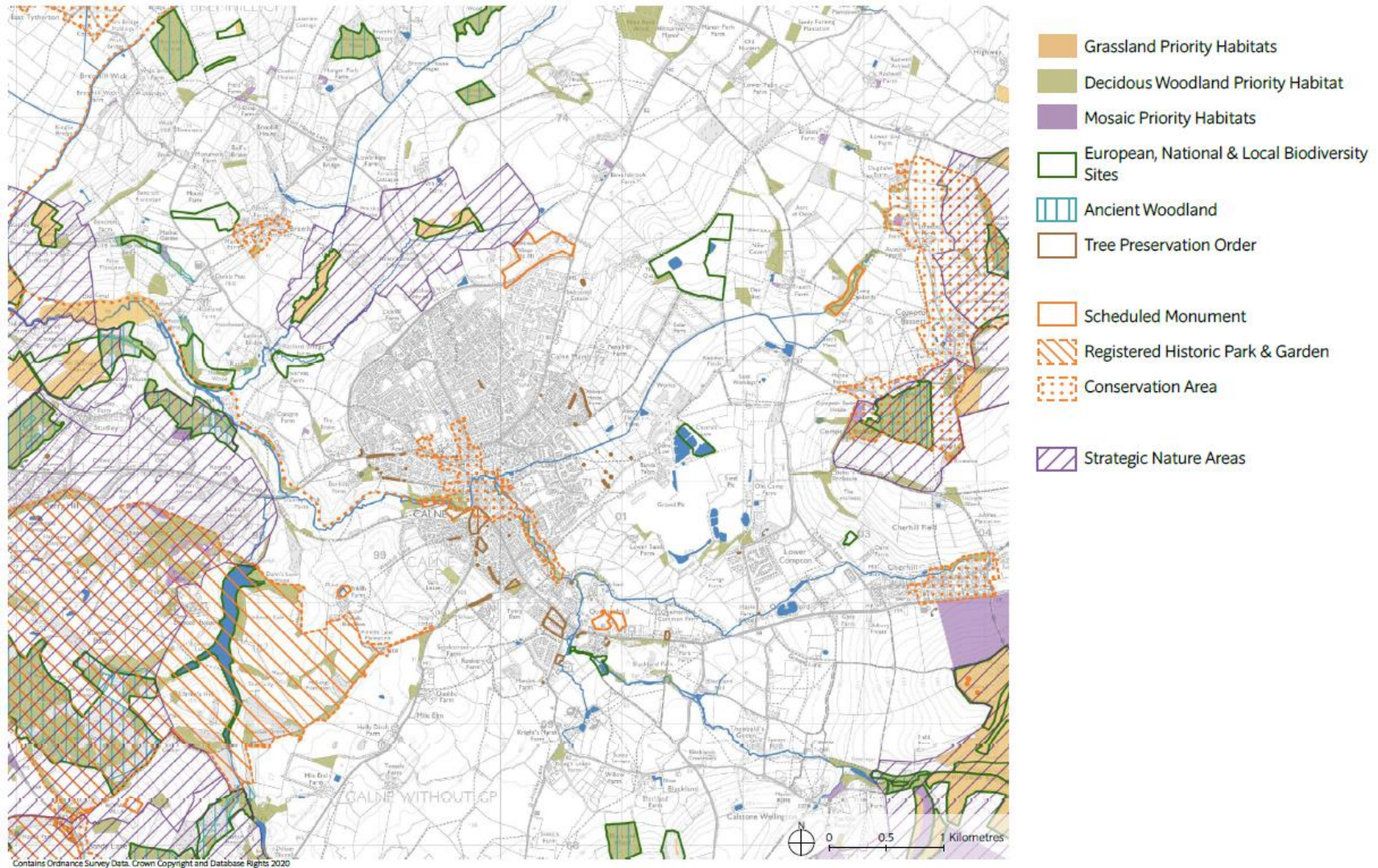


Figure 3 Map showing Calne Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Calne – Pool of Potential Development Sites

Site Selection Report



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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Calne – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Calne, the requirement emerging is for an additional 1,610 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission, awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Calne Community Neighbourhood Plan. Taking account of this amount, approximately 360 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process

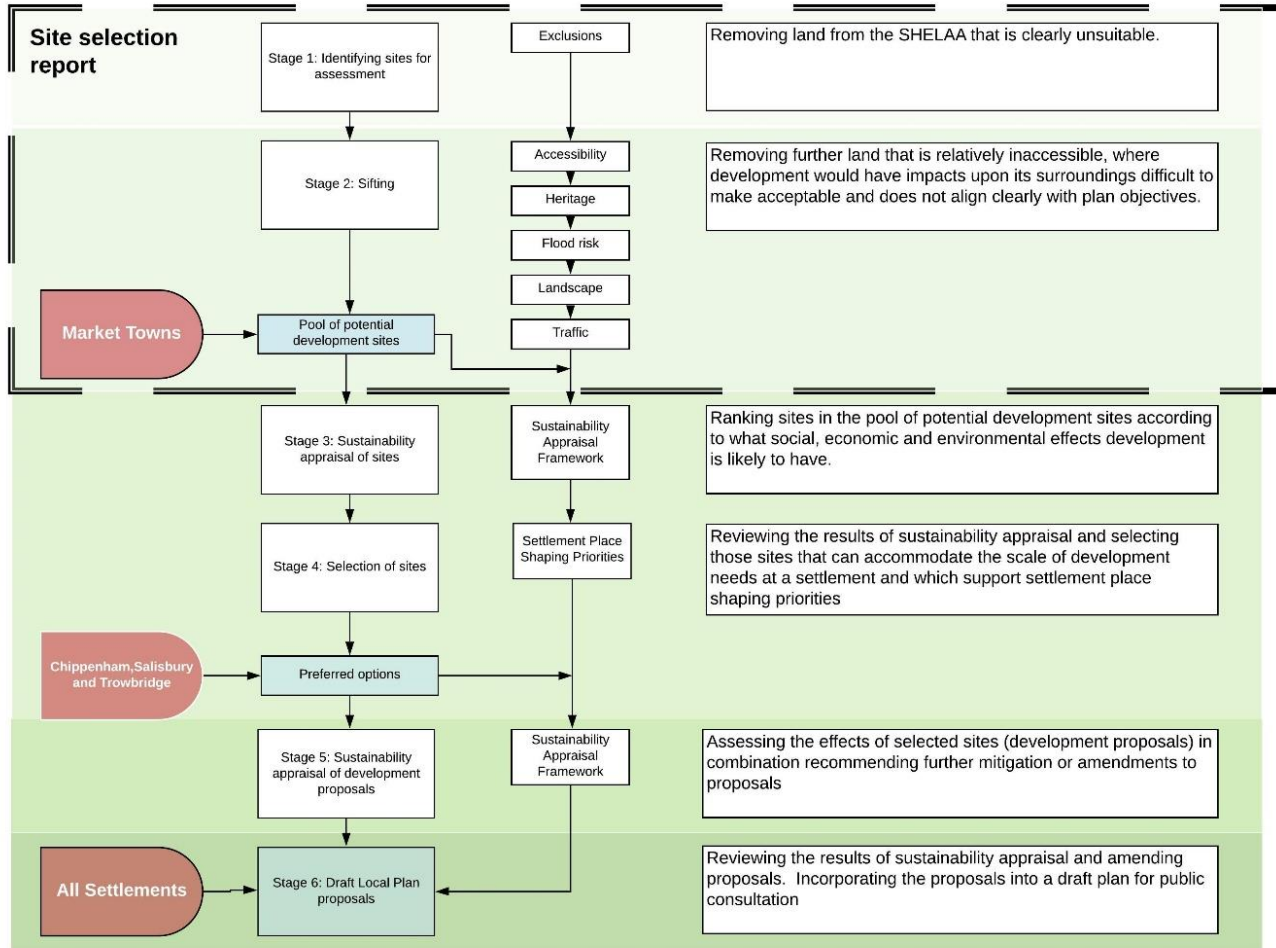


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not to, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement.

(v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, which is stage three in the site selection process. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited for development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, Habitats Regulations Assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁵Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Calne and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no land has been excluded at this stage.

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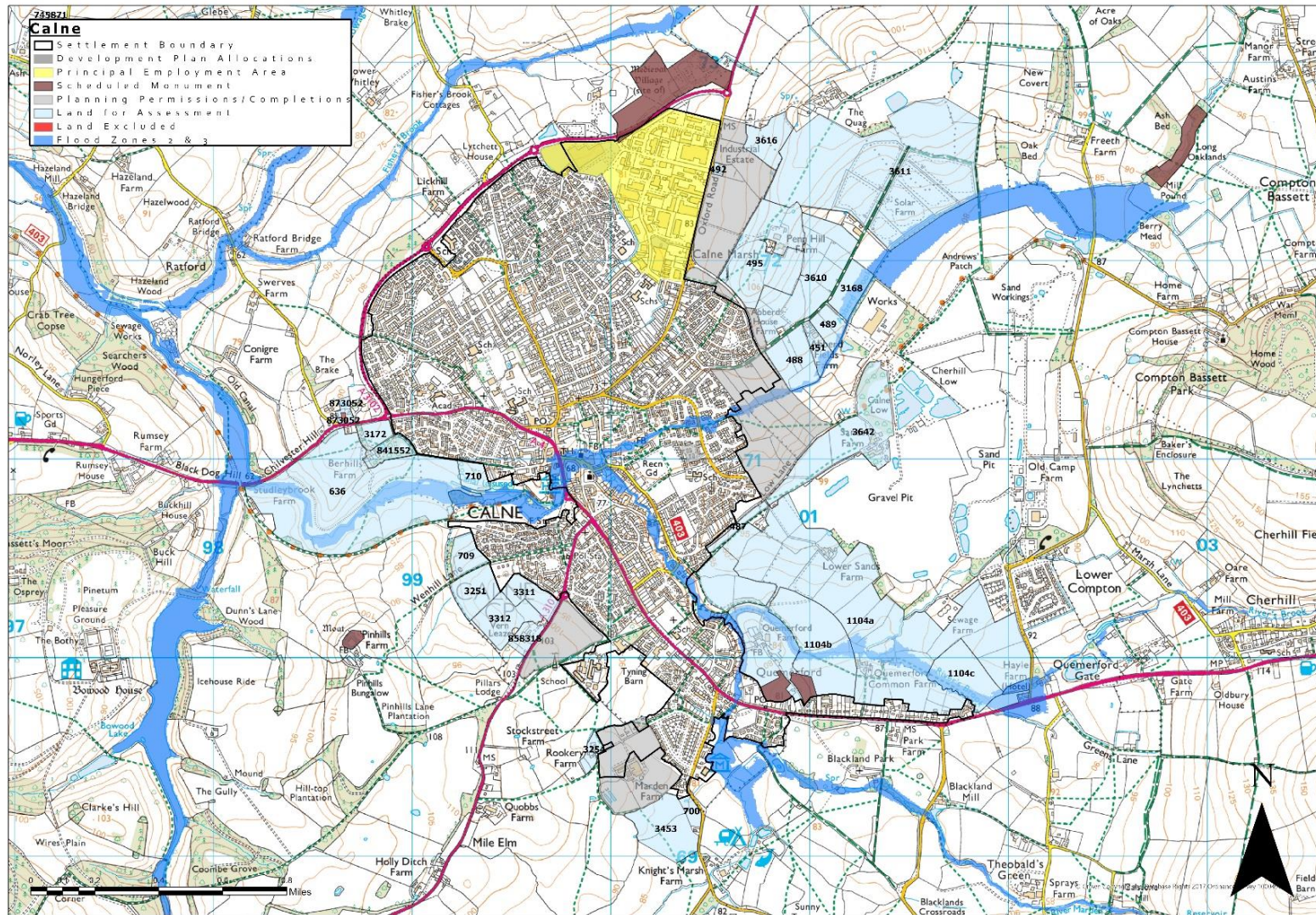


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within Flood Zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.

34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Calne is shown in the table below:

Calne Strategic Context

Context criteria	Detail
Long-term pattern of development	In recent years, the town has expanded to the north and west of the town. In the late 1990s, a significant urban extension was delivered to the north and west of Calne. In more recent years, Calne has seen significant housing development located in four main areas to the east and south of the town – along Oxford Road, off Sand Pit Road, at Marden Farm and off Silver Street.
Significant environmental factors	An important environmental factor is the Air Quality Management Area (AQMA) that is designated in Calne town centre. As traffic volumes have increased, there has been a decrease in air quality. Air quality has been identified as a significant local concern. The River Marden flows through the centre of Calne. It is an important corridor for wildlife and biodiversity. The river and the old course of the Wilts & Berks canal are to be found in Castlefields Canal & River Park to the west of the town centre The town is not covered by any national landscape designations but the North Wessex Downs Area of Outstanding Natural Beauty (AONB) is in fairly close proximity to the town. Impacts on the setting of the AONB are likely to be a consideration for new development taking place on the outskirts of the town. There is a large town centre conservation area and the east of Calne is in close proximity to the Avebury section of the Stonehenge and Avebury World Heritage Site.
Scale of growth and strategic priorities	The scale of growth is on a par with the current Core Strategy housing requirement but with a reduced amount of employment land required. A significant amount of the housing requirement is already in the pipeline. Strategic priorities include the development of a plan for town centre regeneration that will ensure continued investment in the town centre and encourages further employment opportunities, infrastructure improvements to the local road network to reduce traffic congestion and improve air quality, minimising the impact of development on the environment to fulfil the Calne Town Council Climate and Environmental Emergency Pledge and the provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure.
Future growth possibilities for the urban area	There are several possibilities for future growth at Calne, continuing past directions, within the existing highways network and if some future growth will be dependent on significant highways infrastructure, and what form this should take. There are SHELAA sites promoted to the east, south and west of the town There are significant clusters of SHELAA sites to the east of Oxford Rd along Spitfire Road, to the north of Quemerford and between Wenhill Lane and the A3102. There are SHELAA sites outside the broad extent of the urban area, particularly those north of Quemerford, that would set possible precedents and a significant departure from past patterns of growth.

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.

45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
451 Page 307	Abberd House Farm Buildings and Land	Yellow	Green	Green	Green	Yellow	On its own this site is remote from the urban edge of Calne but it is adjacent to SHELAA sites 488 and 495 which are adjacent to the revised settlement boundary. Flood risk is low although the southern boundary borders Abberd Brook. No significant heritage or landscape issues. The site appears to be well screened to the south and could be developed with surrounding sites. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage. It would be appropriate to combine this site with adjacent sites 488, 489 and 3168 to consider one logical extension to the town.	✓
487	Land East of Calne 3 - Housing Locations	Green	Green	Green	Green	Yellow	This site is adjacent to the revised settlement boundary. There are no likely significant flood risk, heritage or landscape concerns. The site could be developed with surrounding sites. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage. It would be appropriate to combine this site with adjacent sites 3642, 1104a, 1104b and 1104c to consider one logical extension to the town.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
488	Land East of Calne 4 - Employment Locations						<p>This site is adjacent to the revised settlement boundary and to SHELAA site 495 to the north. Site adjacent to the west is under construction for housing development (124 dwellings). Low flood risk, although southern boundary borders Abberd Brook. No likely significant heritage or landscape impacts. The site could be developed with surrounding sites.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p> <p>It would be appropriate to combine this site with adjacent sites 451, 489 and 3168 to consider one logical extension to the town.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
489	Land East of Calne 5 - Employment Locations						<p>This site is not adjacent to the revised settlement boundary but is adjacent to SHELAA sites 451 and 495. On its own the site is remote from urban edge but could be developed with other adjacent sites. Part of the site is Flood Zone 3 associated with Abberd Brook. Heritage impacts likely to be minimal. The site is closer to the AONB than some other sites therefore may be more sensitive to development. There may be potential for using some of this site for mitigating the rural / urban edge in combination with other surrounding sites here. The site is in close proximity to Hills Quarry Products, therefore potential noise and dust issues which will require further assessment.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with adjacent sites 451, 488 and 3168 to consider one logical extension to the town.</p>	✓
492	Land at Oxford Road						<p>This site is adjacent to the revised settlement boundary and Porte Marsh Industrial Estate. Adjacent to new housing development to north and south. Site is a functioning electricity sub-station however. Due to current use, do not take forward for further assessment.</p>	✗
495	Land to North of Sandpits Lane / Penn Hill Farm						<p>This site is adjacent to the revised settlement boundary and adjacent to new housing development off Sandpit Rd and off Oxford Rd. A number of adjoining SHELAA sites to the east and south could possibly be developed together. Likely low flood risk and heritage and landscape impacts. The site appears well screened and located adjacent to new developments.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							It would be appropriate to combine this site with 3610 to consider one logical extension to the town.	
636	Berhills Farm						<p>The far eastern parts of this site are adjacent to the revised settlement boundary but the majority of the site is remote from the urban edge. Flood zones 2 and 3 run through the centre of the site. There are potential adverse impacts on the Grade II listed Berhills Farm. Possible impacts on the setting of Bowood GI RPG and the site is adjacent to historic route of Wilts and Berks canal.</p> <p>The site has a prominent position on Chilvester Hill, sloping down markedly to the river valley. Calne's current western boundary is well screened by hedgerows and trees. If this site was developed it would create significant urban encroachment into the countryside and have a significant negative impact on the Marden valley. The southern part of the site would be detached from the north due to the floodplain.</p> <p>In landscape terms, development of this site would be likely to have significant adverse effects and site should not be taken forward for further assessment. On this basis the site is rejected.</p>	✘
700	Land at Stockley Lane						<p>Site is adjacent to the revised settlement boundary. No likely significant flood risk or heritage impacts. In landscape terms, the site is open to views out to the countryside to the west but relatively well screened to the east by the hedgerow on the opposite side of the road. Development of the site could be seen as encroachment into the countryside. The AONB is approx 330m to the south and an assessment of impact on AONB may be needed.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✔
709	Land at Wenhill Heights, Wenhill Lane						<p>Site is adjacent to the revised settlement boundary and to existing residential development. Low flood risk - entire site is Flood Zone 1. In heritage terms, some potential impacts on setting of Bowood GI RPG which will require further assessment. Mitigation may be a constraint. The site has broken views across the valley and whilst there is a tree belt planted along the western boundary this is currently immature and needs protection and enhancement to provide suitable screening on this urban / rural edge.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with 3251, 3312 and 3211 to consider one logical extension to the town.</p>	✔

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
1104a	Land at Quemerford (Parcel 1104a)						<p>Site is adjacent to the revised settlement boundary at Quemerford and adjacent to SHELAA sites 1104b, 1104c, 487 and 3642. Low flood risk - entire site is Flood Zone 1, although parts of the site have Flood Zones 2 and 3 along site boundaries. In heritage terms, there are potential impacts on the scheduled monument (medieval rural settlement at Quemerford) and on the setting of Grade I listed Hayle Farm on the eastern edge. Mitigation may be difficult.</p> <p>In landscape terms, as a large, split site, there is potential for significant landscape impacts to the east. However, this is dependent on the extent and location of any development. Fewer impacts likely if development is located nearer to the centre of Calne.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with 1104b, 1104c, 487 and 3642 to consider one logical extension to the town.</p>	✓
1104b	North East Quemerford						<p>Site is adjacent to the revised settlement boundary at Quemerford. Low flood risk as the majority of the site is Flood Zone 1, with some areas Flood Zones 2/3 next to the river. In heritage terms, potential impacts on the village of Quemerford in southern part of site. Landscape impacts likely to be less than for 1104a and 1104c which extend further to the east.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with 1104a, 1104c, 487 and 3642 to consider one logical extension to the town.</p>	✓
1104c	Land at Quemerford (Parcel 1104c)						<p>Site is adjacent to the revised settlement boundary at Quemerford and adjacent to SHELAA site 1104a. Site could not be developed unless part of a wider development.</p> <p>Low flood risk - entire site is Flood Zone 1 but Flood Zones 2 & 3a are present outside the south west corner of the site. Few heritage impacts are likely. In landscape terms, the site is remote from Calne urban area but adjacent to Quemerford and could form part of a larger development with significant landscaping and GI.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with 1104a, 1104b, 487 and 3642 to consider one logical extension to the town.</p>	✓
3168	Land East of Calne 6						<p>This site is not adjacent to the settlement boundary but is adjacent to 495 which is. On its own, the site is remote from the Calne urban edge. Site could only come forward for development in</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>association with adjacent sites 495, 3610, 489, 451 and 488. Only access is via Spitfire Rd which is a bridleway (CALW56).</p> <p>More than 50% of the site appears to be in Flood Zones 2 and 3, therefore only the northern part of the site could be developed. Few heritage impacts are likely. In landscape terms, potential impacts on AONB but there is potential for using some of this site for mitigating the rural / urban edge in combination with other SHELAA sites here.</p> <p>The site is in close proximity to Hills Quarry Products, therefore potential noise and dust issues which will require further assessment.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with adjacent sites 489, 451 and 488 to consider one logical extension to the town.</p>	
172 Page 311	Land South of Chilvester Hill						<p>Site is adjacent to the settlement boundary and to existing residential development.</p> <p>Low flood risk - entire site is Flood Zone 1. Potential heritage impacts on Grade II listed Berhills Farm. Few landscape impacts envisaged – site could form a prominent gateway development into Calne with suitable mitigation and sensitive site planning. The rest of the site is generally well screened with hedgerow and woodland planting although there are long distance broken views to the east of Cherhill escarpment.</p> <p>It should be noted that an outline planning application for up to 32 dwellings was received by Wiltshire Council for this site in August 2020. It is yet to be determined.</p> <p>Site to be taken forward to next assessment stage as no justification to reject.</p>	✓
3311	Land adjacent Fynamore Gardens – Vern Leaze A						<p>Site is adjacent to the revised settlement boundary and to existing residential development.</p> <p>Low flood risk - entire site is Flood Zone 1. Potential for heritage impacts on the setting of Grade II* listed Vernleaze and the setting of Bowood GI RPG; mitigation may be a constraint.</p> <p>Few landscape impacts considered likely.</p> <p>In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre. No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with adjacent sites 3312, 3251 and 709 to consider one logical extension to the town.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3251	Land at Wenhill South						<p>Site is adjacent to the revised settlement boundary. Low flood risk - entire site is Flood Zone 1. Potential heritage impacts on the setting of Bowood GI RPG - mitigation may be a constraint. The site has broken views across the valley towards Pinhills Farm and a strong planted woodland screen would need to be provided on the western boundary to link into that currently planted on site 709.</p> <p>In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with adjacent sites 3312, 3211 and 709 to consider one logical extension to the town.</p>	✓
254	Rookery Farm						<p>Site is adjacent to the revised settlement boundary and adjacent to new housing development at Marden Farm.</p> <p>Low flood risk - entire site is Flood Zone 1. In heritage terms, no likely impacts. Site is well screened by existing trees and hedgerows but these features would need to be retained on-site. The retention of these features will likely significantly reduce the number of homes that could be delivered on site.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
3312	Land west of Vern Leaze – Vern Leaze B						<p>Site is adjacent to the revised settlement boundary and also to SHELAA sites 3251, 3211 and 858318.</p> <p>Low flood risk - entire site is Flood Zone 1. In heritage terms, potential impacts on setting of Grade II* listed Vernleaze and setting of Bowood GI RPG - mitigation may be a constraint.</p> <p>Existing landscaping would need protection and enhancement to provide suitable screening on this urban / rural edge.</p> <p>In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre. No justification for rejecting site at this stage. Take forward for further assessment.</p> <p>It would be appropriate to combine this site with adjacent sites 3251, 3211 and 709 to consider one logical extension to the town.</p>	✓
3453	Land to the South of Marden						<p>Site is adjacent to the revised settlement boundary and adjacent to new housing development at Marden Farm.</p>	✗

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
	Farm, Stockley Lane						Potential for some cumulative flood risk impacts. In heritage terms, no likely impacts. In landscape terms, the site is very open and exposed to views to the south and development here would significantly affect the context of the North Wessex Downs AONB. There could be potential for using this site as mitigation for development to the north and site 700 using substantial woodland planting. Do not take forward due to likely significant landscape impacts on AONB.	
3610	Land off Sandpit Rd, Calne (N)						Site not adjacent to revised settlement boundary but is adjacent to site 495 which is. Low flood risk - entire site is Flood Zone 1. In heritage terms, no likely impacts noted. In landscape terms, site will need further assessment of impacts on AONB. Potential for using some of this site to the north and east for mitigating the rural / urban edge in combination with other adjacent sites. As no likely significant impacts noted and site could come forward with other adjacent sites, site to be taken forward for further assessment. It would be appropriate to combine this site with adjacent site 495 to consider one logical extension to the town.	✓
3611	Land off Sandpit Rd, Calne (S)						Site is not adjacent to the settlement boundary but is adjacent to site 3616 which is. Low flood risk - entire site is Flood Zone 1, but FZ2/ FZ3A/ FZ3b present just outside the boundary of site. In heritage terms, no likely impacts noted. The eastern part of this site is in use as a solar farm. However, in landscape terms, there is potential for significant impacts on the setting of the AONB to the east. This is a large, open site that has little connection with the urban area. Considered unlikely that mitigation could significantly reduce impacts on the AONB. There is also a Local Green Space designation (Calne Neighbourhood Plan) located adjacent to the site to the north - Penn Wood Wildlife Area – which could be adversely affected. Do not take site forward due to likelihood of significant landscape impacts.	✗
3616	Land south of High Penn Track, Calne						Site is adjacent to the settlement boundary. Sites immediately adjacent to the west and south have planning permissions for residential development (total 283 dwellings). Low flood risk - entire site is Flood Zone 1. Some potential heritage impacts as site close to scheduled medieval settlement site at Beversbrook and may be archaeology present. In landscape terms, site is located adjacent to existing	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							development sites and could form a suitable urban / rural edge if the north of the site is set out as planted green infrastructure linking in with the local nature reserve to the east. No justification for rejecting site at this stage. Take forward for further assessment.	
3642	Land south of Low Lane, Calne						Site is adjacent to the settlement boundary and to sites 487 and 1104a. There is a housing development being built-out adjacent to the north. Low flood risk - entire site is Flood Zone 1. In heritage terms, the site includes a farmstead with Grade II listed Sands Farmhouse and its surrounding land. The setting has already been compromised by quarrying and landfill on the adjacent land to the east, so the remaining agricultural setting has increased importance. Mitigation may be difficult but is potentially achievable. In landscape terms, there are potential impacts on views from the North Wessex Downs AONB at Cherhill which could potentially be mitigated through planting to the east of the site. No justification for rejecting site at this stage, although the implications of potential uses being in such close proximity to the landfill site will need to be given detailed consideration. Take forward for further assessment. It would be appropriate to combine this site with adjacent sites 487, 1104a, 1104b and 1104c to consider one logical extension to the town, and this may also allow for local aspirations for an eastern relief road to the town to be considered further.	✓
858318	Vern Leaze, Silver Street, Calne						This site is not adjacent to the settlement boundary but is adjacent to site 3312 which is. In heritage terms, significant impacts are likely on the Grade II* listed Vernleaze. This site covers the house and garden. Mitigation is unlikely to be possible. Significant landscape impacts are also likely – the gardens provide a contextual setting to the listed buildings and there are a large number of existing mature trees linked to the woodland adjacent to the site creating a green infrastructure corridor. Do not take site forward to next stage.	✗
873052	Chilvester House, Chilvester Hill, Calne						This site is not adjacent to the revised settlement boundary or adjacent to a SHELAA site that is. In heritage terms, significant impacts are likely from development on the Grade II listed Chilvester House and Grade II Chilvester Lodge. Site covers the house and garden. Mitigation is unlikely to be possible. Do not take site forward.	✗

The following sites have been combined:

Site refs	Reason
495 and 3610	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical extension to the town to the west of Spitfire Road.</p> <p>This site would be contained by new housing development along Oxford Rd, Sandpit Road to the west and Spitfire Road to the east and south.</p>
451, 488, 489 and 3168	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit to the south of Spitfire Road for further assessment.</p> <p>These sites could all access Spitfire Road.</p>
1104a, 1104b, 1104c, 487 and 3642	<p>These sites abut each other to the east of Calne and north of Quemerford and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site would require access both from the north and south (A4). The site is contained by existing residential development and the gravel pits to the north, Lower Compton to the east, Quemerford to the south and the urban area of Calne to the west.</p>
309, 3211, 3251 and 3312	<p>These sites abut each other to the south west of Calne and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site could have access from the A3102 in the east of the site. The site is adjacent to existing residential development to the north and east. To the south and west is open countryside so there would need to be a strong landscaping scheme to mitigate the impact of views.</p>

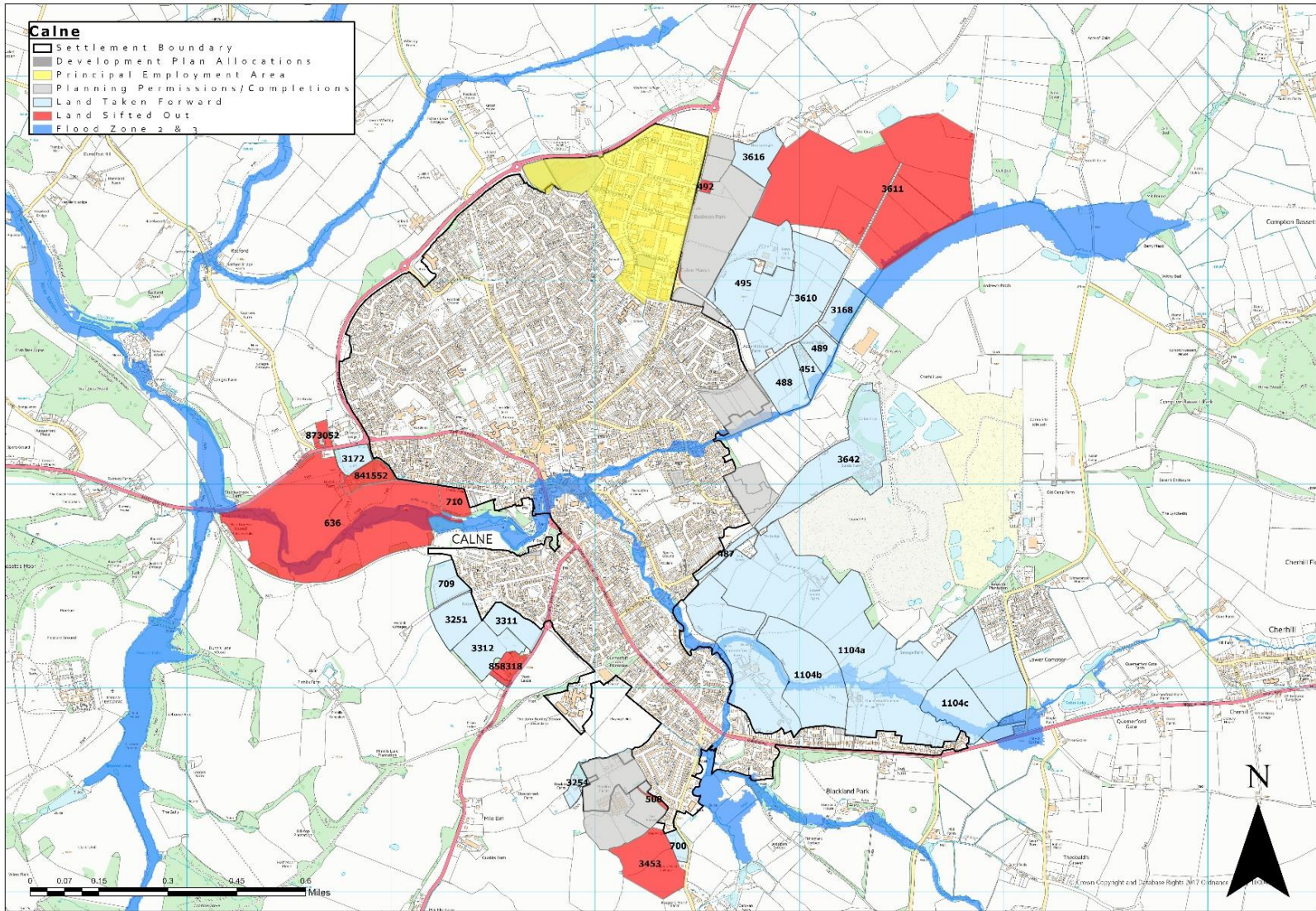


Figure 3 Map showing results of Stage 2 SHELAA site sifting

Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

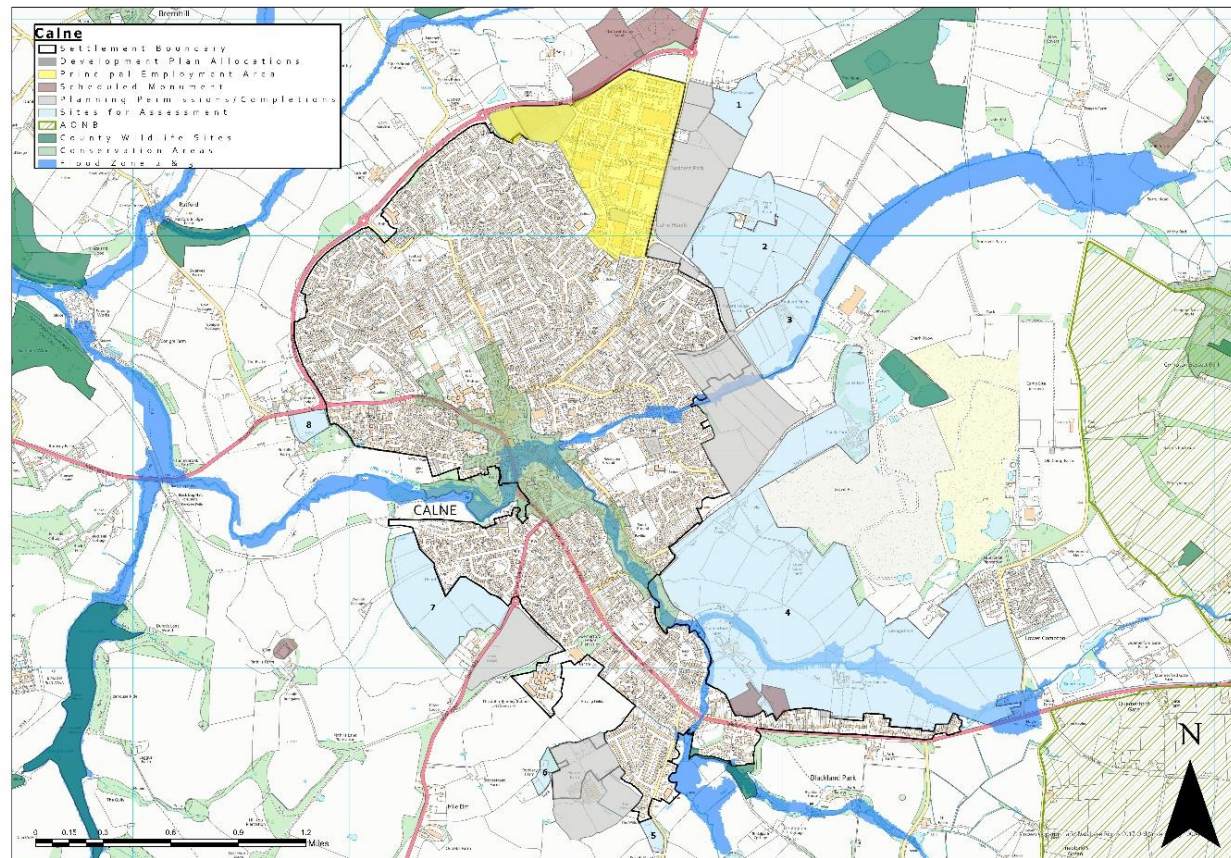


Figure 4 Map showing pool of potential development sites

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APPENDIX 2

Wiltshire Local Plan Review

Planning for Corsham

Introduction

1. What will Corsham be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

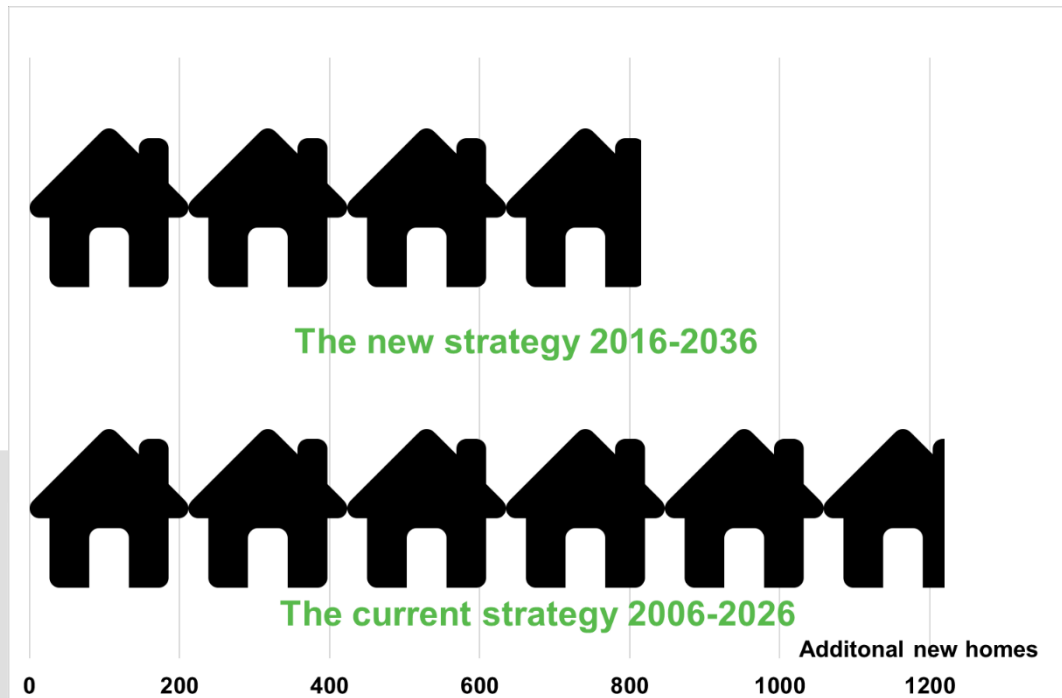
How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Strategy' paper.

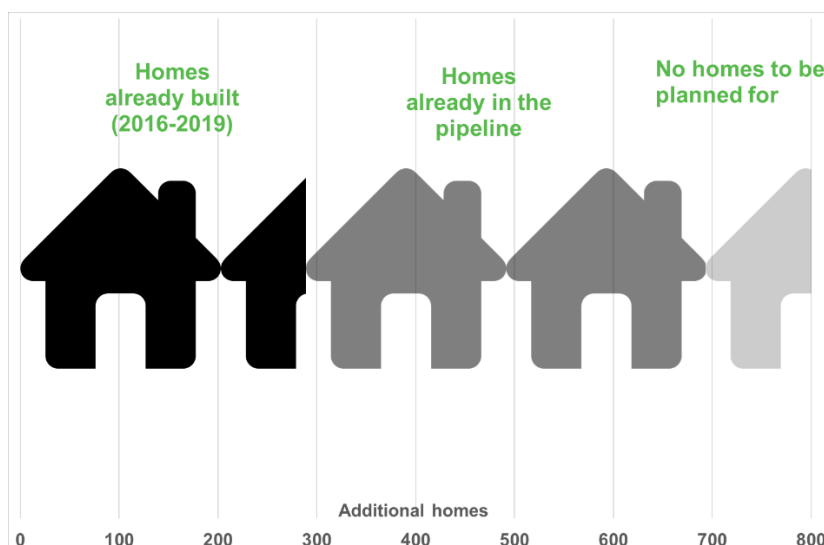
Additional homes

7. Assessments estimate levels of need for new homes within each housing market area, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Corsham is in the Chippenham Housing Market Area.

8. The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 885 homes. The new strategy proposes a requirement of 815 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹. By these means Corsham’s emerging housing requirements will not be met from the available pool of greenfield sites.



¹ In Corsham 289 dwellings have been built between 2016-2019 and at 1 April 2019 404 homes are already in the pipeline (i.e. they have planning permission or resolution to grant planning permission).

11. When the number of homes built and in the pipeline is deducted it leaves a further 120 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. The current Neighbourhood Plan is going to be reviewed but work has yet to commence. A review will be able to propose development on sites, for example, that meet a particular local housing need – e.g. an identified need for self-build homes or for other uses, or that positively plan for brownfield sites.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 160 homes should be sought on brownfield sites over the next 10 years. This exceeds the amount of homes that remain to be planned for (120 dwellings) suggesting little if any greenfield land will be required.
14. But the Council must be certain that there is a land supply sufficient to meet assessed need. The Local Plan will look to accommodate housing sites to meet that need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain. Given the scale of growth at Corsham that remains to be planned for, whilst every effort will be made to secure development of brownfield sites, there is still likely to be a need to allocate further greenfield land.
15. Addressing the brownfield target as part of reviewing the Neighbourhood Plan will reduce the need for greenfield sites in future reviews of the Local Plan. Brownfield sites identified formally, with sufficient certainty, either in the plan or by granting planning permission, reduce the need.
16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

17. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions².
18. On current evidence, further employment land is not needed at Corsham. Land is already allocated in both Local and Neighbourhood Plans. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

QUESTIONS What do you think to this scale of growth? Should there be a brownfield target? Should it be higher or lower?

² Further detail can be found in the Emerging Spatial Strategy paper.

Place shaping priorities

What priorities should we tackle?

19. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Corsham that will guide development and the direction of growth.
20. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
21. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
22. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Corsham.

- Maintain the separate identities of Corsham from the settlements to the west of the town (Rudloe, Westwells and Neston)
- Regeneration and /revitalisation of Corsham Town Centre, in particular the Martingate Centre
- Protect, improve and extend Green Infrastructure network
- Improve transport infrastructure in and around Corsham and improve road network capacity (particularly to address congestion at junctions along the A4)
- Safeguard land for the reopening of a train station
- Provision of a second supermarket for the town to provide the opportunity for people to shop locally

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

23. Land around much of Corsham is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focusing its own

assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Corsham, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.

24. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
25. But if Corsham is to expand, the next difficult question focuses on where and how the built up area may need to extend to accommodate change
26. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites, in whole or part, will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
27. In Corsham land is required to provide for approximately 120 homes, in order to meet strategic housing requirements. The review of the neighbourhood plan, however, might consider whether additional land is needed for development to meet the community's needs. It might therefore also look at these sites as possible locations.
28. The Corsham Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land means that work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered generally or in respect of individual sites?

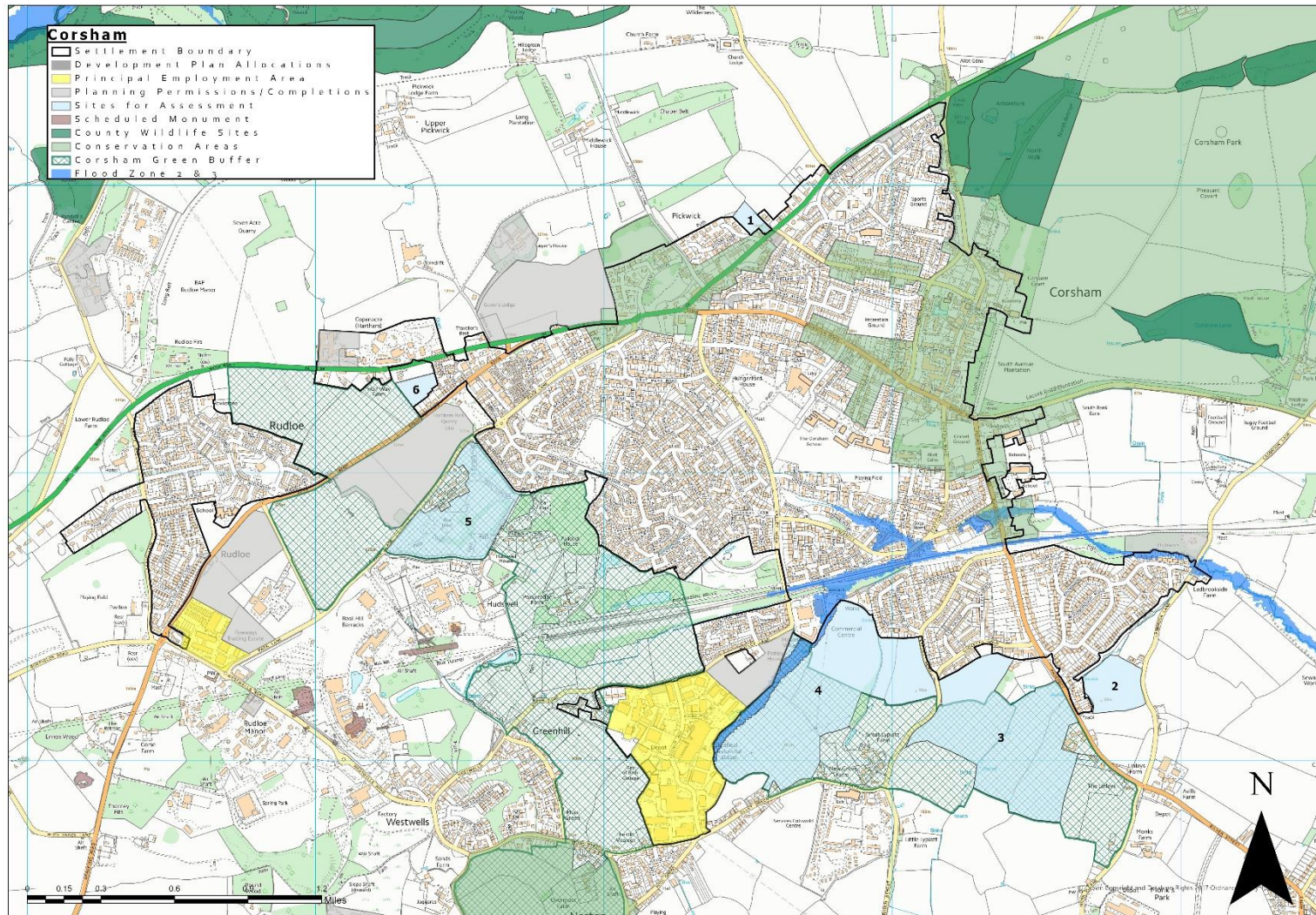


Figure 1 Map showing potential development sites for assessment

29. Six potential sites have been identified in Corsham for further assessment of their development potential. Not all of these sites will be allocated for development. Given the relatively small amount of land that needs to be planned for at Corsham, not all of any particular site may be required at this time, but it would be sensible to consider the area as a whole when decision-making. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- The control of surface water discharges from new development is required.
- Sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel.
- Proposal will need to be able to demonstrate that no harm will result from their development on the Bath and Bradford on Avon Bats Special Area of Conservation

Site 1: Pickwick Paddock, Bath Road (SHELAA site 3231)

- The site has capacity for a relatively small number of homes.
- Development would need to be carefully designed to be sensitive to its rural setting.

Site 2: Land South of Brook Drive (SHELAA site 3655)

- Existing built area is open so this site would provide an opportunity to create a stronger urban/rural settlement edge.

Site 3: Land east of Lypiatt Road and west of B3353 (SHELAA site 3654)

- A significant area of this site falls within the Corsham Neighbourhood Plan Rural Green Buffer³ where development should be avoided.
- The Rural Green Buffer area could, however, provide scope for biodiversity and landscape enhancements.
- Remaining part of site is relatively unconstrained and could form a logical extension to the town.

Site 4: Land east of Leaffield Trading Estate & west of Lypiatt Road (SHELAA site 3653)

- A significant area of this site falls within the Corsham Neighbourhood Plan Rural Green Buffer where development should be avoided.
- The Rural Green Buffer area could, however, provide scope for biodiversity and landscape enhancements.
- Development of the remaining area of the site may be visually prominent in the landscape.

³ The Rural Green Buffer seeks to prevent the coalescence of settlements and is designated in Policy CNP E5 of Corsham Neighbourhood Plan

Site 5: The Circus (SHELAA site 3034)

- The site is listed as a community green space/green infrastructure in the Corsham Neighbourhood Plan. Development should be avoided in this location unless suitable replacement green infrastructure can be provided⁴.
- Potential for impact on setting of the Grade II listed Hudswell House.

Site 6: Land to the north of 16 Bradford Road (SHELAA site 3250)

- The site is generally well screened from views to the north and south and is immediately adjacent existing housing.
- Its small size and location tucked behind existing housing ensures there is not a risk to coalescence with Rudloe and Corsham.

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⁴ Policy CNP E4 of the Corsham Neighbourhood Plan

Settlement profiles

When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p><u>Primary schooling</u> There are some surplus places within Corsham. There is already planning permission in place for expansion of Corsham Primary School in Rudloe and Regis Primary School is also on a larger site so could also be expanded.</p> <p><u>Secondary schooling</u> Corsham Secondary School has some surplus places, but also has potential for some expansion if required.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Corsham are currently unconstrained. Whereas some is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and blue infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>

Topic	Comment
Sport and Leisure Facilities	<p>At Corsham there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> The Cricket Club requires an upgraded second ground to accommodate 3rd and 4th Teams at this stage there is no site available, also the existing half size ATP requires upgrading to 3GATP to make it more user friendly for the football community. <p>Leisure Facilities Springfield Community Campus was improved and expanded as part of the Community Campus and Hub programme. At the current time there is no anticipated requirement for any further improvements or new build facilities.</p>
Health	<p>There are capacity issues within both Corsham and nearby Box surgeries, meaning that Corsham has one of the largest gaps in provision in the Wiltshire Clinical Commissioning Group at -283m² (as at September 2016). The gap is expected to increase to -408m² by 2026.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 29% in the 60-74 age group and 93% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 6% and the 15-29 age group to increase by 16%. Finally, the 30-44 age group is expected to increase by 1% and the 45-59 age group to decrease by 1%.</p> <p><u>Local Household Incomes</u></p> <p>The annual average gross income is £40,700 and the net income after housing costs is £28,700.</p> <p><u>Affordability Ratio (based on 2 bed property)</u></p> <p>Median price is £192,500 Annual gross income £40,700 Affordability ratio is 4.73</p>
The local economy	<ul style="list-style-type: none"> Corsham has low levels of unemployment There is a high concentration of employment in the Real Estate, and Information & Communication sectors. Corsham Science Park continues to grow with Bath ASU completing a new purpose built manufacturing and Research & Development facility increasing high skilled jobs in the area. A final phase of flexible

Topic	Comment
	<p>business units has been completed to meet market demand.</p> <ul style="list-style-type: none"> • Ark Data Centres have continued to expand their large-scale data facilities at Spring Park. • Corsham Science Park delivery presents opportunities to increase high skilled jobs. • The town also has below national average town centre unit vacancy rates. • There is no capacity for additional convenience and comparison retail floor space up to 2036. • An opportunity for new convenience food retail floorspace catering for main food shopping to promote self-containment could be supported with care taken relating to location and scale to protect town centre vitality and viability.
Transport	<p><u>Key features</u></p> <p>Corsham is well served by the A4 which provides a direct link to Chippenham and Bath, connecting northwards towards the M4 via the A350. The main highway routes radiate outwards from the A4 and provide links towards the east, south and west of the community area. Corsham is well served by bus routes with regular services to Bath and Chippenham and less frequent services to Trowbridge.</p> <p><u>Current constraints/local concerns</u></p> <ul style="list-style-type: none"> • AM and PM peak hour delays on the A4 particularly at Cross Keys and Chequers junctions. • Peak hour delays on the A4 and into key destinations also affect bus services (partly as a result of a lack of bus priority measures). • Bus services to outlying settlements are limited unless they lie on key routes. • Corsham has no railway station – the nearest station is at Chippenham. • The urban form of Corsham has a strong impact on pedestrian connectivity. • Facilitating future development growth would increase pressure on the A4 through Corsham and at its junction with the A350. • Pressure on car parking leading to increasing parking in residential areas and/or illegal parking. <p><u>Opportunities</u></p>

Topic	Comment
	<ul style="list-style-type: none"><li data-bbox="711 253 1362 320">• Improvements to A4 would help relieve a local congestion hot spot.<li data-bbox="711 331 1374 472">• Potential reopening of Corsham Station is identified in the Wiltshire Core Strategy and is also an emerging strategic priority for the town. Initial feasibility work has been undertaken.<li data-bbox="711 483 1307 551">• Reopening of Corsham Station could help unlock land to the south and west.

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Green and Blue Infrastructure (GBI)

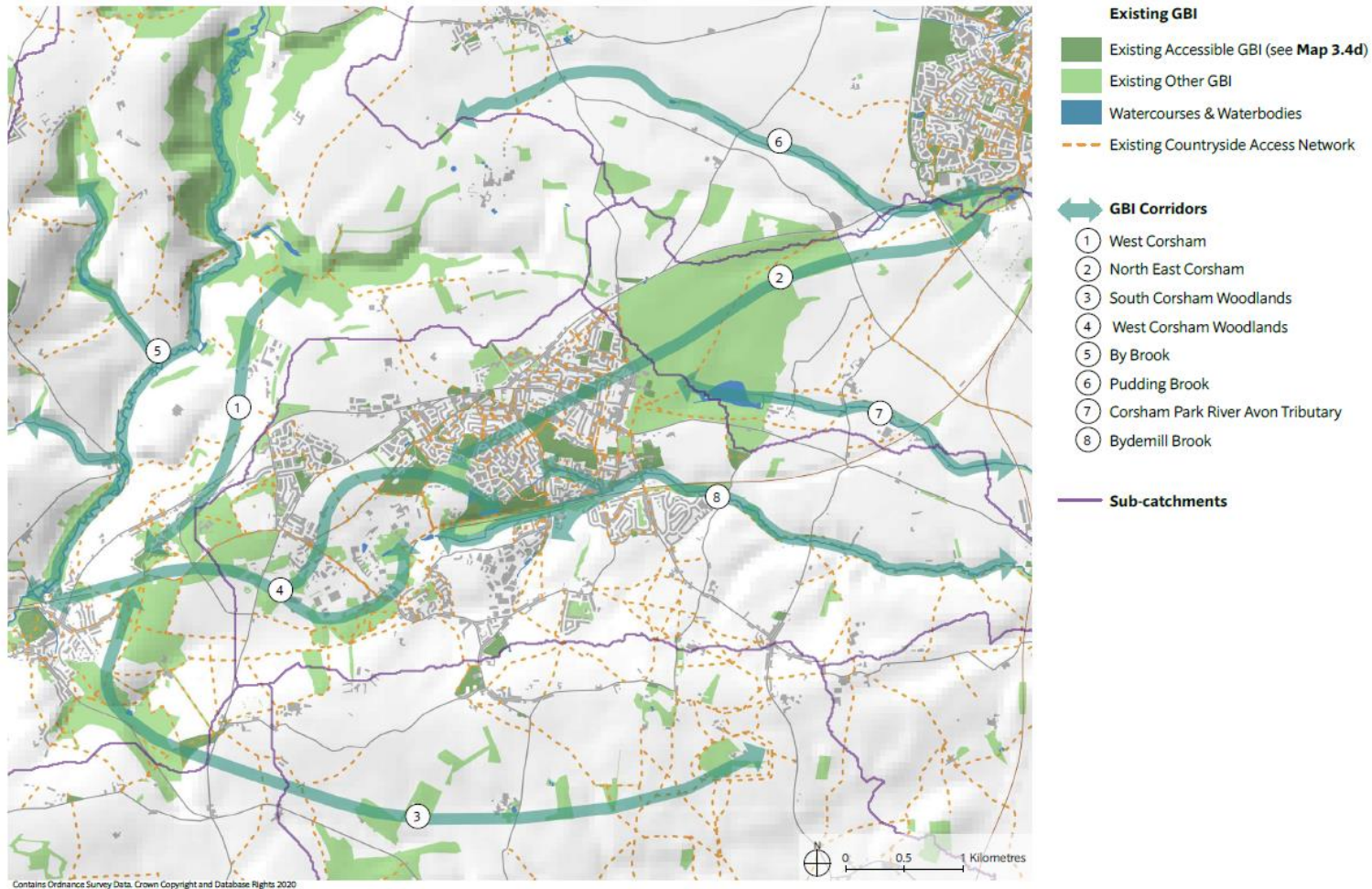


Figure 2 Map showing Corsham Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

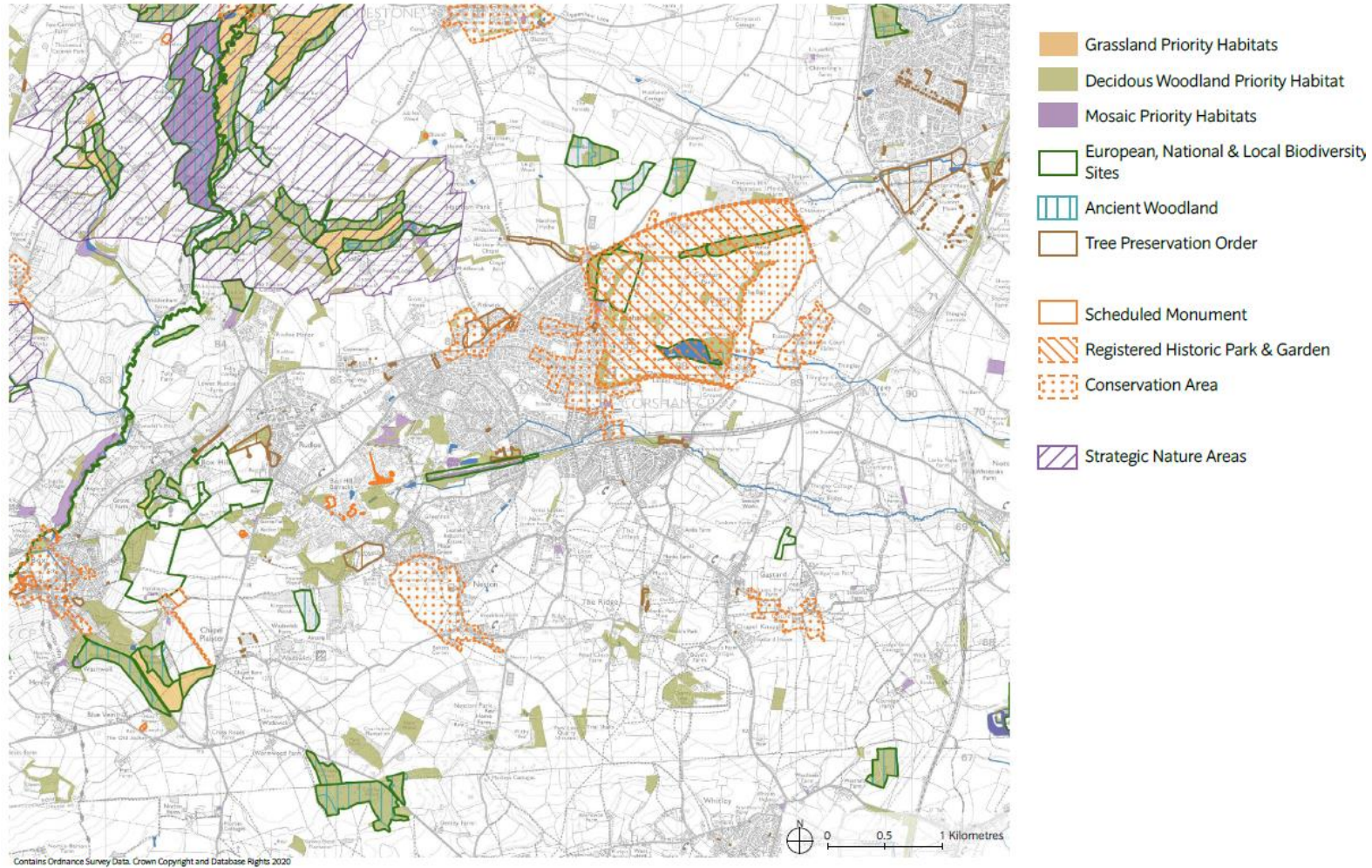


Figure 3 Map showing Corsham Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Corsham – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built up area of Corsham – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Corsham the requirement emerging is for 815 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Corsham Neighbourhood Plan. Taking account of this amount approximately 120 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process

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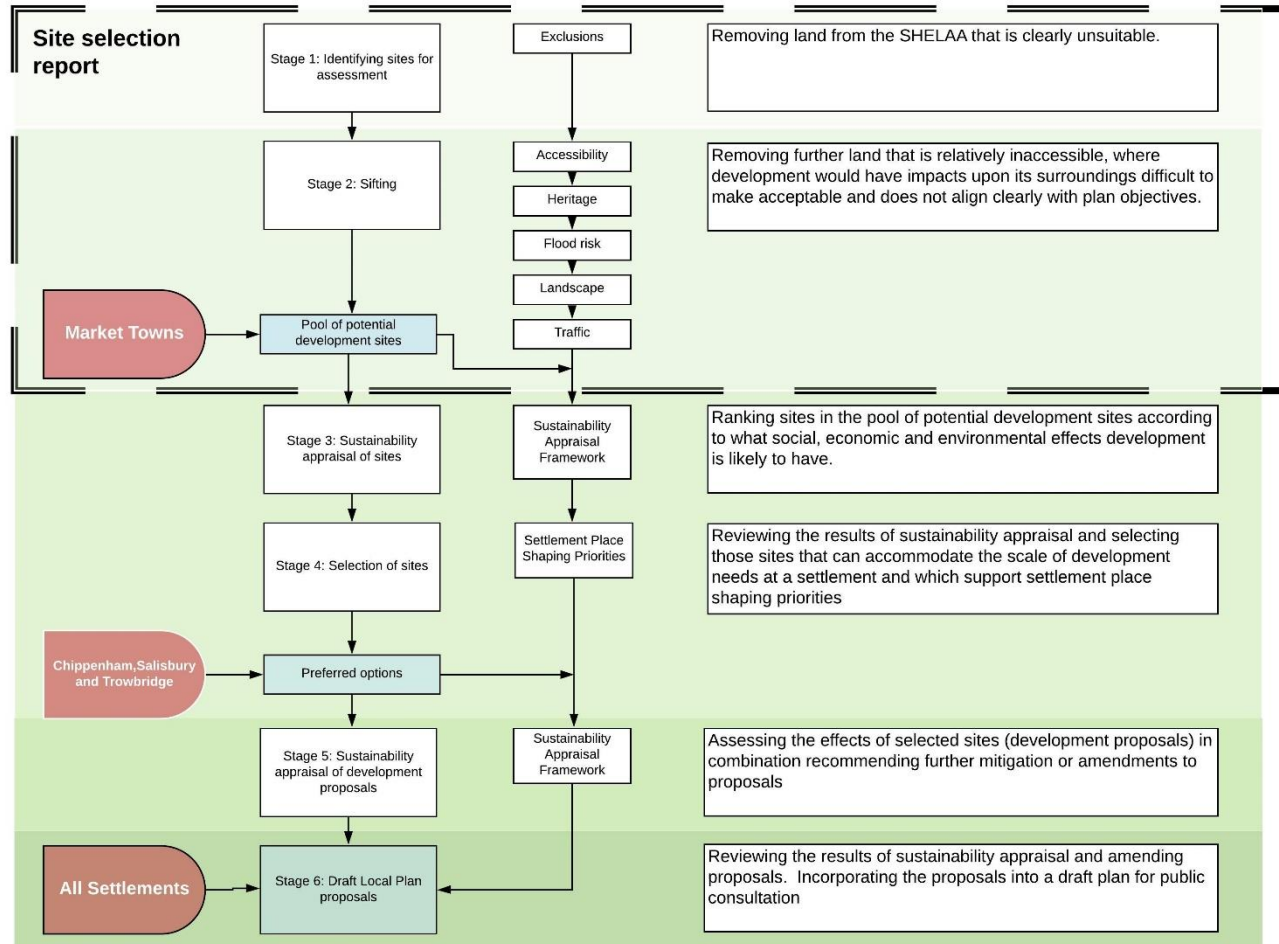


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place-shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stage 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Corsham and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no land has been excluded at this stage.

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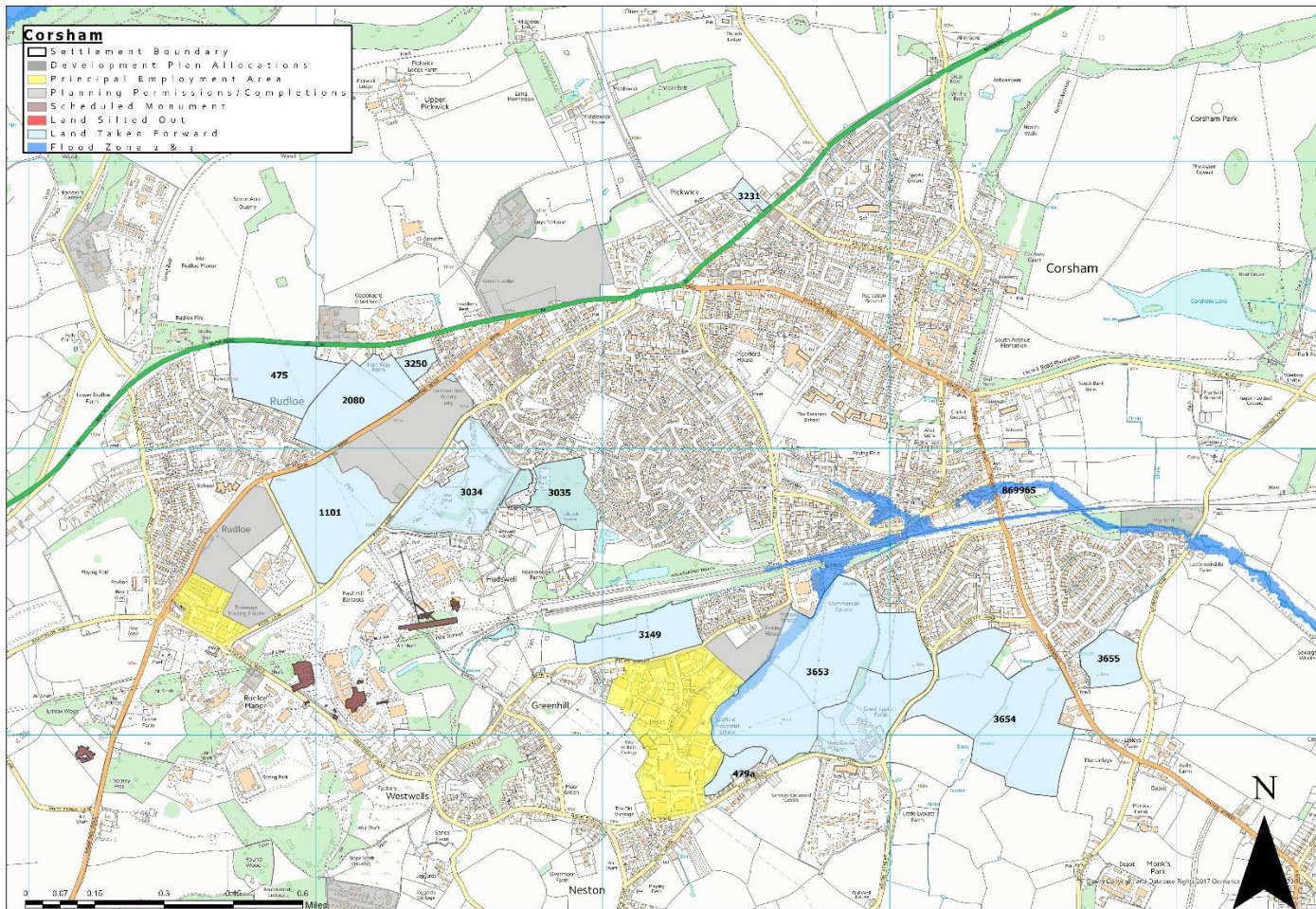


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.
42. A description of the settlement strategic context for Corsham is shown in the table below:

Corsham Strategic Context

Context criteria	Detail
Long-term pattern of development	Strongly influenced by its Bath stone mining history Corsham has generally grown in a north and then westward direction between the A4 and the railway. More recent growth has extended towards Rudloe.
Significant environmental factors	<p>Bath and Bradford on Avon Bats Special Area of Conservation (SAC) to the west and associated foraging habitat and flight corridors are significant constraints to development.</p> <p>There are some areas of flood risk associated with small tributaries heading east towards the River Avon.</p> <p>The Historic Park and Garden of Corsham Court restricts development to the east of the town</p> <p>Historic and current mining activity has influenced historic growth and potentially limits options for future growth, particularly to the north at Hartham Park which is an extensive and active mine.</p> <p>The need to maintain the character and identity of the Villages of Rudloe, Westwells and Neston also limits growth of the town. A rural green buffer has been identified in the Corsham Neighbourhood Plan to ensure that the separation of settlements is maintained.</p>
Scale of growth and strategic priorities	<p>The scale of growth is relatively low, reflecting constraints to development at Corsham.</p> <p>Place-shaping priorities include:</p> <ul style="list-style-type: none"> • Maintain the separate identities of Corsham from the settlements to the west of the town (Rudloe, Westwells and Neston) • Regeneration and /revitalisation of Corsham Town Centre, in particular the Martingate Centre • Protect, improve and extend Corsham’s Green Infrastructure network • Improve transport infrastructure in and around Corsham and improve road network capacity (particularly to improve connectivity in and around the town and address congestion at junctions along the A4) • Safeguard land for the reopening of Corsham train station • Provision of a second supermarket for the town to provide the opportunity for people to shop locally.
Future growth possibilities for the urban area	<p>The likeliest future growth possibilities are through small extensions to the town to the west and south.</p> <p>There are SHELAA sites being promoted between Corsham and Rudloe, which are in close proximity to ecological constraints (Bath and Bradford on Avon Bats SAC) and may not support the maintenance of separation of settlements. Nor would this be consistent with the role and status of the</p>

	<p>Large Village of Rudloe. In this sense, sites to the south of the town (3653, 3654 and 3655) are potentially better located.</p> <p>It would be logical to consider this area comprehensively, to what extent and for what uses the area may be suitable for development.</p>
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Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
 - abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
475	Land Adjacent to A4 at Rudloe						<p>The site falls wholly within the Corsham Rural Green Buffer, designated in the Corsham Neighbourhood Plan (Policy CNP E5). The buffer seeks to retain open space to prevent coalescence of settlements and ensure that bat habitat connected to the Bath and Bradford on Avon Bats SAC is protected from unsuitable development.</p> <p>Part of the site is also adjacent to Rudloe and there seems limited scope to allow development of this site without unacceptable narrowing of the gap between Rudloe and Corsham, compromising the neighbourhood plan policy.</p> <p>The site has below average accessibility and is within 1,500m of a congested corridor, although this does not in itself preclude development.</p> <p>Remove from further consideration on landscape grounds.</p>	✘
1101 (part of)	Land at Rudloe						<p>The undeveloped part of this site falls wholly within the Corsham Rural Green Buffer, designated in the Corsham Neighbourhood Plan (Policy CNP E5). The buffer seeks to retain open space to prevent coalescence of settlements and ensure that bat habitat connected to the Bath and Bradford on Avon Bats SAC is protected from unsuitable development. The land to the north east of the site, permitted at appeal,</p>	✘

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic		Taken Forward
							<p>Stage 2A and Stage 2B - Overall judgement</p> <p>is currently being built out. The approved layout of the site includes housing close to the site boundary.</p> <p>The site has above average accessibility but is within 1,500m of a congested corridor, although this does not in itself preclude development.</p> <p>Development of this site would be likely to result in unacceptable narrowing of the gap between Rudloe and Corsham. Remove from further consideration on landscape grounds.</p>	
2080	Box School						<p>The site falls wholly within the Corsham Rural Green Buffer, designated in the Corsham Neighbourhood Plan (Policy CNP E5). The buffer seeks to retain open space to prevent coalescence of settlements and ensure that bat habitat connected to the Bath and Bradford on Avon Bats SAC is protected from unsuitable development.</p> <p>The site has below average accessibility and is within 1,500m of a congested corridor, although this does not in itself preclude development.</p> <p>Development of this site would result in unacceptable narrowing of the gap between Rudloe and Corsham. Remove from further consideration on landscape grounds.</p>	✘
3034	The Circus						<p>The site lies adjacent to land (opposite side of Park Lane) currently being developed for housing. However, the site is also listed as community green space/green infrastructure, identified in the Corsham NP through policies CNP E4, CNP HW1 and CNP HW3. A substantial proportion of the site could potentially be part of the setting of the Grade II listed Hudswell House. This is likely to reduce the capacity of the site to accommodate housing development to the northern part of the site only.</p> <p>The site has below average accessibility and is within 1,500m of a congested corridor, although this does not in itself preclude development.</p>	✔

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							Potential for development is considered to be limited by heritage and landscape issues but not enough to exclude at this stage. Carry forward for further assessment.	
3035	CCC Wood						<p>The site is a densely covered woodland area which provides a valuable green infrastructure corridor into the centre of Corsham. There is likely to be considerable harm to the green infrastructure of Katherine Park Field to the North if this site was developed.</p> <p>The site also constitutes a significant green gap maintaining relationship of historic core with rural surroundings and constituting rural setting of properties 17 & 19.</p> <p>The site has above average accessibility but is within 1,000m of a congested corridor, although this does not in itself preclude development.</p> <p>Remove from further consideration on landscape grounds.</p>	✗
3231	Pickwick Paddock, Bath Road						<p>Whilst the site allows views into the wider countryside there is potential for a carefully designed small-scale scheme to be developed on the western half of the site, retaining connectivity with the rural setting. The number of dwellings deliverable on this site would however be reduced significantly (estimated in the region of 15 dwellings). Access appears to be achievable. Traffic impact from a scheme this size unlikely to be significant.</p> <p>The site has above average accessibility but is within 500m of a congested corridor, although this does not in itself preclude development.</p> <p>These issues are not considered sufficient to warrant excluding the site at this stage. Carry forward to next stage to test feasibility of achieving an acceptable layout in landscape terms.</p>	✓
3250	Land to the north of 16 Bradford Road						No significant issues identified. The site is generally well screened from views to the north and south and is immediately adjacent existing housing. Its small size and location ensures there is not a risk to coalescence with Rudloe and Corsham.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>The site has above average accessibility but is within 1,000m of a congested corridor, although this does not in itself preclude development. Traffic impact from a scheme this size unlikely to be significant</p> <p>Carry forward to next stage of assessment.</p>	
3653	Land east of Leaffield Trading Estate & west of Lypiatt Road						<p>The Corsham Rural Green Buffer is a constraint to development of this site in landscape terms (coalescence of settlements). However, the part of the site outside of the Green Buffer, and closer to the urban form at Corsham, is 9.3 hectares in area so could still accommodate a reasonably large-scale development. The site is open to potential long-distance views to Bowden Hill to the east although this could be mitigated with suitable planting along the eastern boundary.</p> <p>A limited area along the Western boundary of the site is within flood risk zones 2 and 3 but this shouldn't impede significantly on the development potential of the site.</p> <p>The site has above average accessibility but is within 1,500m of a congested corridor, although this does not in itself preclude development.</p> <p>These issues are not considered sufficient to warrant excluding the site at this stage. Carry forward to next stage for further assessment, including part of site within the Green Buffer which may have potential to provide mitigation through habitat/landscape enhancement.</p> <p>The site is close to 3654, albeit separated by the Lypiatt Road, so these sites could be considered in combination.</p>	✓
3654	Land east of Lypiatt Road						<p>The Corsham Rural Green Buffer is a constraint to development of this site in landscape terms (coalescence of settlements). However, the part of the site outside</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
	and west of B3353						<p>of the Green Buffer, and closer to the urban form at Corsham, is 2.7 hectares in area so still offers reasonable potential for development.</p> <p>In heritage terms, the farmsteads have a fundamental relationship with their surrounding hinterland and mitigation likely to be a significant constraint here, although avoiding development within the Rural Green Buffer is likely to go some way to mitigate this impact.</p> <p>The site has above average accessibility and is less likely to impact on congested corridors, although this does not in itself preclude development.</p> <p>The part of the site within the Green Buffer may have potential habitat/landscape enhancement. The site is close to 3653, albeit separated by the Lypiat Road, so these sites could be considered in combination.</p> <p>These issues are not considered sufficient to warrant excluding the site at this stage. Carry forward to next stage of assessment.</p>	
3655	Land South of Brook Drive						<p>The site is open to potential long-distance views to Bowden Hill to the east although this could be mitigated with suitable planting along the eastern boundary. The existing settlement boundary is open with built forms visible so developing this site provides the opportunity to create a stronger urban / rural settlement edge. Site would form a logical extension to existing built area.</p> <p>The site has below average accessibility but is less likely to impact on congested corridors, although this does not in itself preclude development.</p> <p>These issues are not considered sufficient to warrant excluding the site at this stage. Carry forward to next stage of assessment.</p>	✓

No sites have been combined.

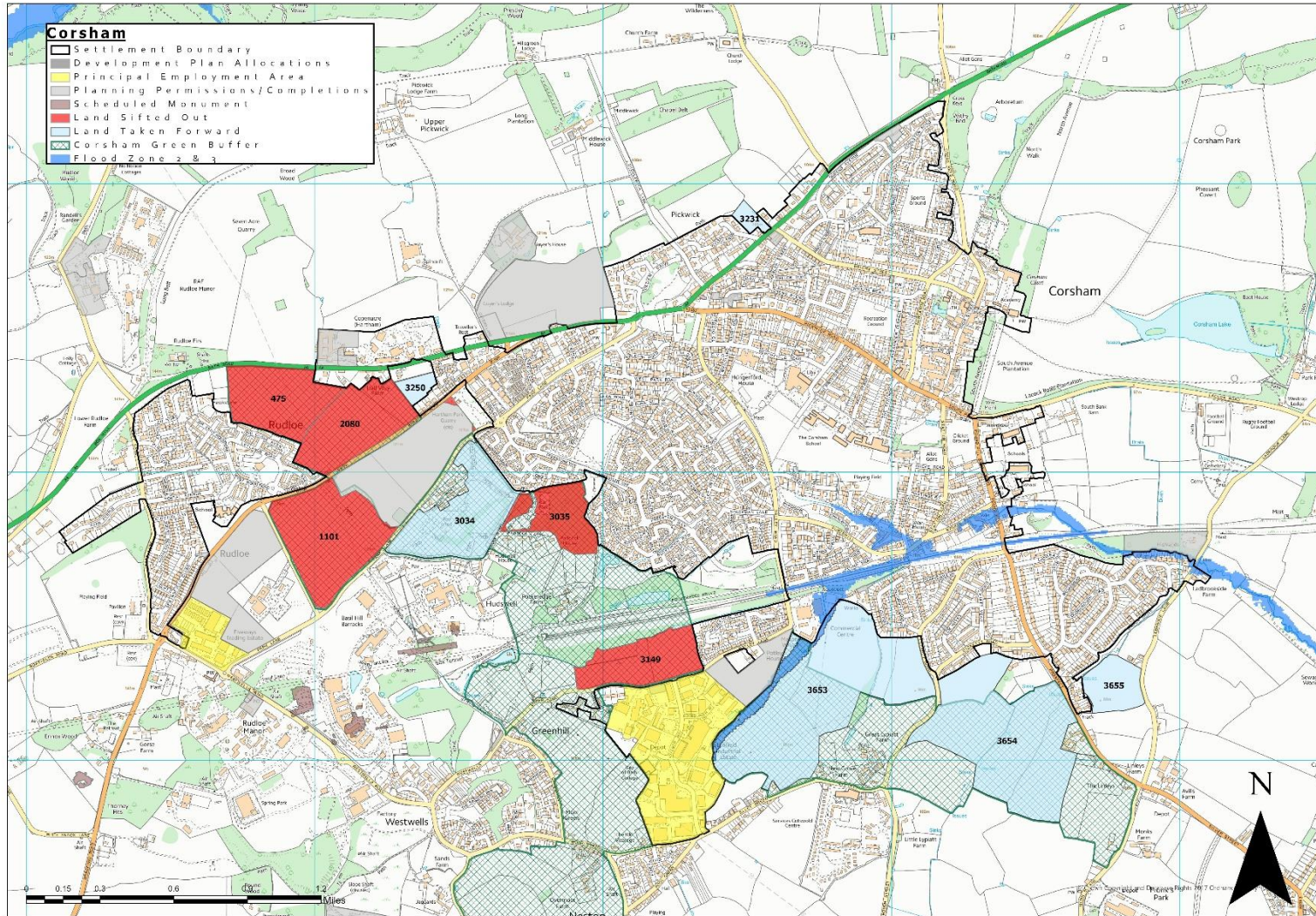


Figure 3 Map showing results of Stage 2 land sifting

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Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

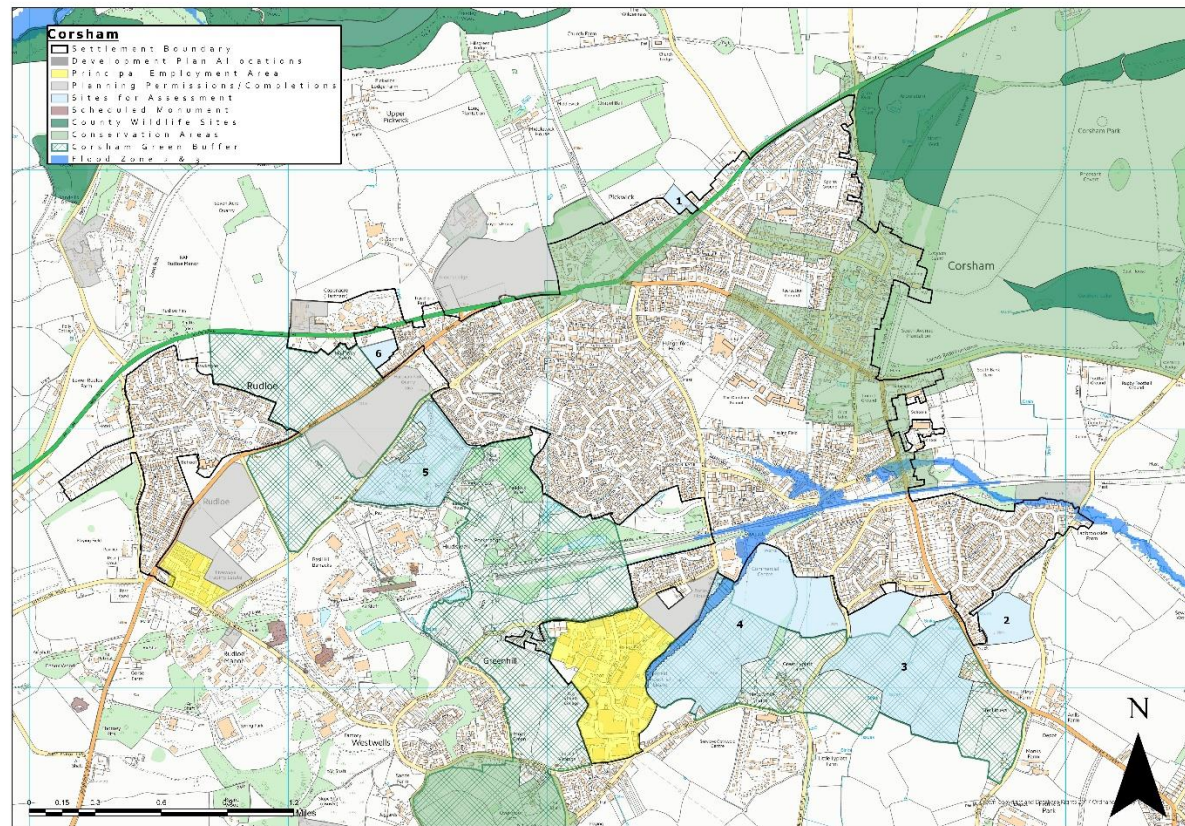


Figure 4 Map showing pool of potential development sites

Wiltshire Local Plan Review

Planning for Marlborough

Introduction

1. What will Marlborough be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

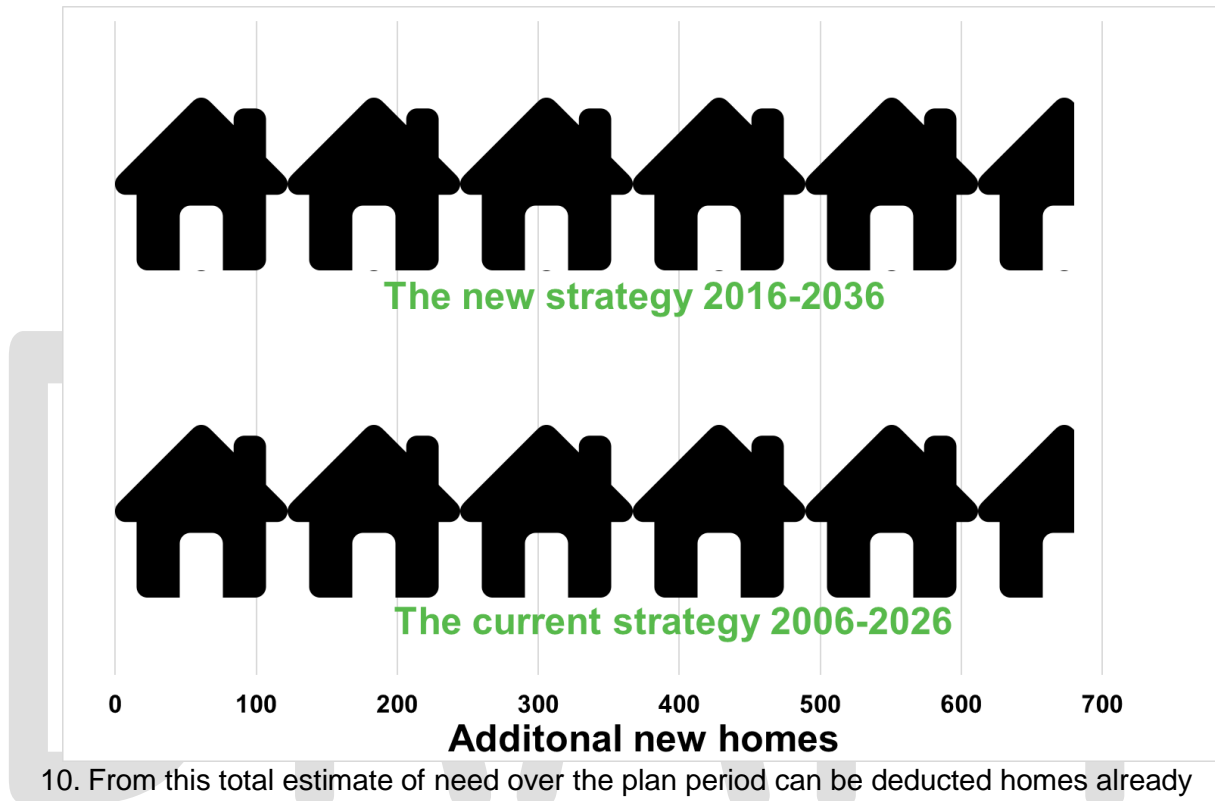
How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Details on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

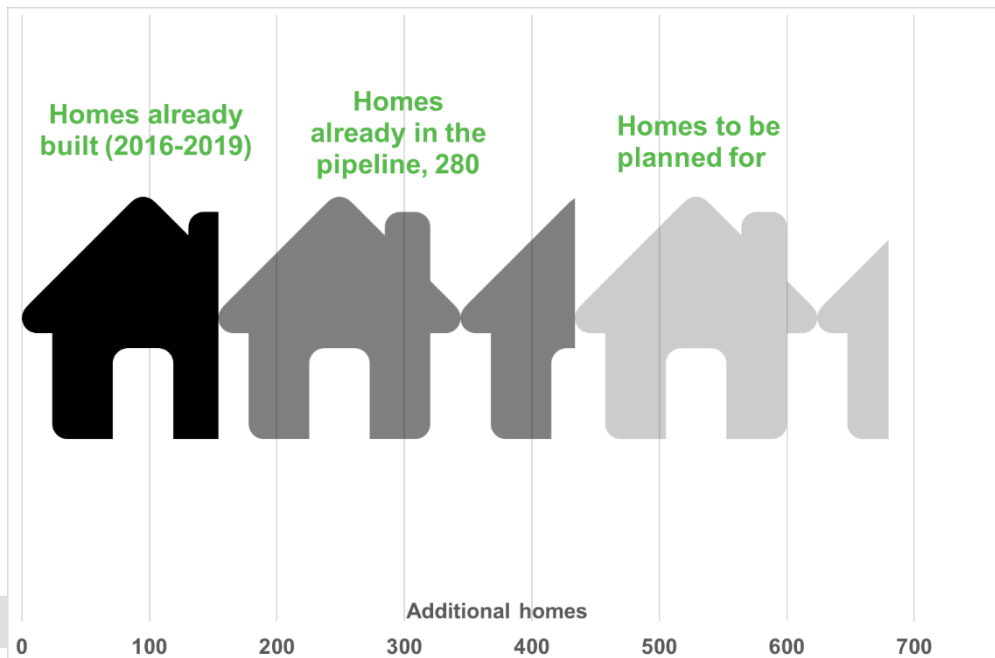
7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Marlborough is in the Swindon Housing Market Area.
8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should be as is illustrated below:

9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 680 homes. The new strategy proposes a requirement of 680 homes for the plan period 2016-2036.



10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Marlborough, 154 dwellings have been built between 2016-2019 and at 1 April 2019, 280 homes are already in the pipeline (i.e. they have planning permission or resolution to grant planning permission).



11. When the number of homes built and in the pipeline is deducted it leaves a further 245 homes to be accommodated up until 2036.
12. This level of growth represents the highest tested distribution for new homes at Marlborough. This distribution has been chosen solely to enable the Marlborough Area Neighbourhood Plan steering group to deliver the affordable homes their work has indicated are required as a priority for the settlement. This level of growth does however represent a challenge given Marlborough sits within a constrained location compared to the wider Housing Market Area. Delivering this growth will require careful balancing against the need to protect the attractive qualities of the wider Area of Outstanding Natural Beauty.
13. Both the Local Plan and neighbourhood plan can allocate sites for development. It is currently anticipated that the Marlborough Area Neighbourhood Plan will identify sites on which these new homes can be built. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
14. Wiltshire Council will work in close collaboration with the Marlborough Area Neighbourhood Plan steering group to ensure that we meet Marlborough's housing need, ensuring synergy is achieved between the two plans.
15. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 160 homes could be built on brownfield sites over the next 10 years².
16. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot

² Further detail can be found in the Emerging Spatial Strategy paper.

rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.

17. Planning positively for brownfield sites, as a part of preparing the neighbourhood plan, can also work alongside allocations of greenfield land. Where there can be certainty about brownfield sites coming forward, then this may reduce the amount of greenfield land being sought.
18. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

19. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
20. On current evidence, further employment land is not needed at Marlborough. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

21. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Marlborough that will guide development and the direction of growth.
22. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth

³ Further detail can be found in the Emerging Spatial Strategy paper.

23. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits.
24. They are also starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Marlborough.

- Housing provision will prioritise local needs for affordable homes. This will require enough new housing whilst respecting the objectives of Area of Outstanding Natural Beauty designation;
- Support additional opportunities for job growth and business investment ensuring the town centre remains a vibrant hub for the community and as a visitor destination. This should facilitate self-containment and maximise the tourism opportunity Marlborough and its surroundings offer while preserving and enhancing the special historic character of the Town Centre.
- Develop a town centre strategy to improve accessibility, traffic management and parking
- Improve the provision of infrastructure to fully meet the town's needs, in particular

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

25. Land around much of Marlborough is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focussing its own assessment of a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Marlborough, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.
26. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
27. But if Marlborough is to expand the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Marlborough and where is it most appropriate to consider development options.

28. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in either the Local Plan or Neighbourhood Plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
29. In Marlborough, only a relatively small amount of land is required in order to meet strategic housing requirements and it is anticipated this will be identified by the neighbourhood plan. In this instance, the Site Selection work undertaken by Wiltshire Council so far would contribute as evidence towards their selection process.
30. The Marlborough Area Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land, work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield site selection.

QUESTIONS

Is this the right pool of potential development sites? Are there any other site we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered generally or in respect of individual sites?

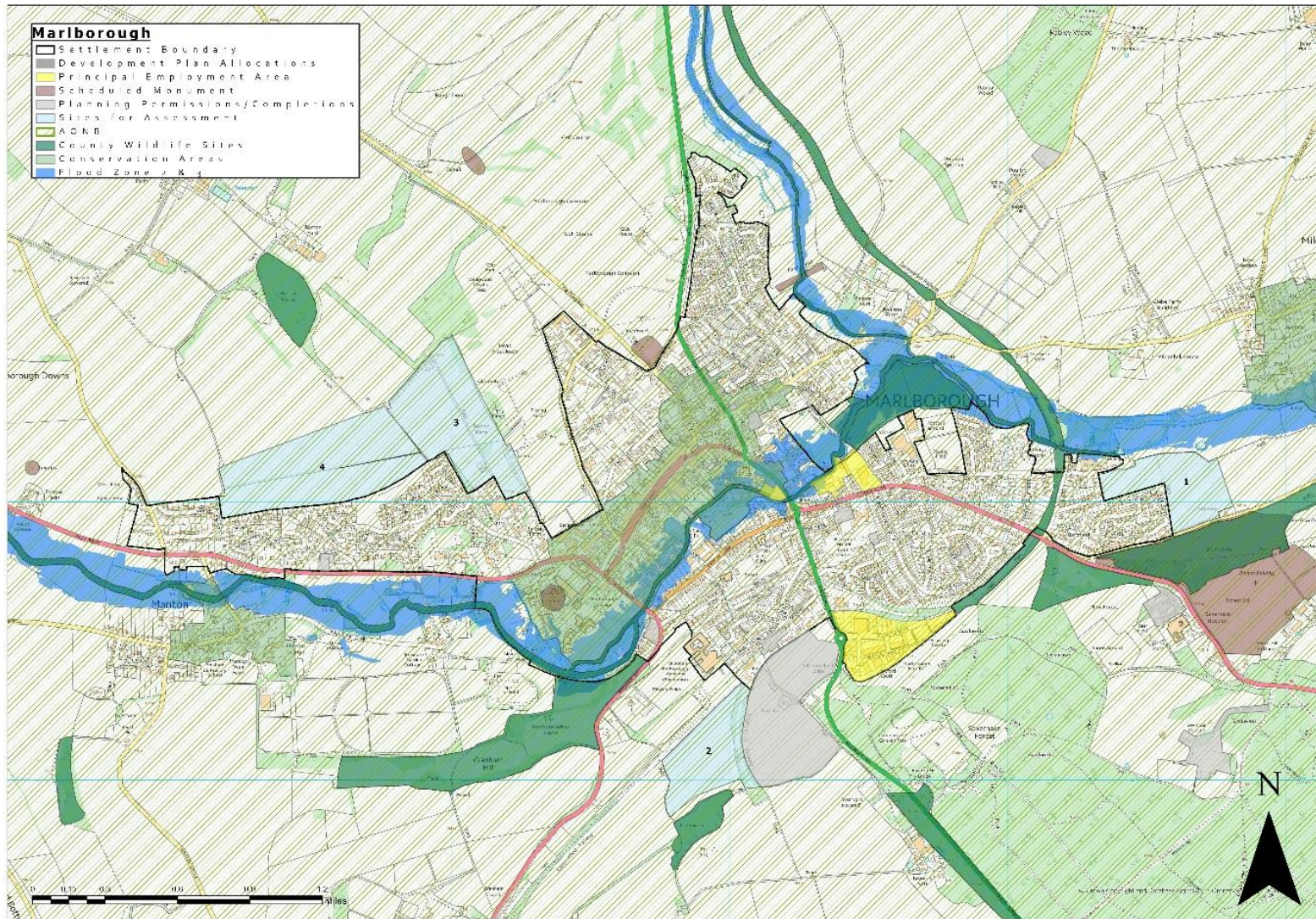


Figure 1 Map showing potential development sites for assessment

31. Four potential sites have been identified in Marlborough for further assessment of their development potential. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- Marlborough has a designated Air Quality Management Area (AQMA) within the town.
- Contributions would be required to expand the existing secondary school and a safe walking route would need to be provided.
- Land and contributions will be required for a new early years nursery school site.
- Marlborough sits within the North Wessex Downs Area of Outstanding Natural Beauty which is a significant constraint to development for all of the sites. Careful consideration must be given to the conservation and enhancement of this designated landscape.
- Landscape sensitive areas requiring mitigation likely across all sites

Considerations relevant to each site:

Site 1: Land at Chopping Knife Lane (SHELAA sites 660 & 661)

- Wrapping around Grade II listed Elcot Mill and Stable Block, any development must take account of the impact upon the setting of these heritage assets.
- Groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required.
- Limit development in the east of the site and maintain open land as part of a strategic green gap buffer between Marlborough and Mildenhall.

Site 2: Land adjacent to Salisbury Road allocation (SHELAA site MA1)

- The developable area may be further reduced by surface water flood risk. The surface water drainage strategy will have to address low/medium flood risk to the site.
- The site is located in source protection zone 1 (SPZ1) for drinking water. This will have an impact on infiltration-based SuDS.

Site 3: Land at College Roads (SHELAA site 3326 & 3622)

- Sitting on a south facing slope, visible across the Kennet valley. Significant landscape mitigation may be necessary especially given the extent to which 3622 extends into the countryside.
- Groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site specific groundwater investigations will be required.

Site 4: Land at Barton Dene (SHELAA sites 565, 3626a, 3626b)

- Extending further into the countryside than other sites, significant landscape mitigation may be necessary given the sensitivity of the north of the site.

Settlement profiles

32. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Full day care provision for early years closed in early 2020, thus provision for under 3s is now situated out of the Town.</p> <p>There is a projected surplus of around 70 places across the two primary schools at Marlborough.</p> <p>Marlborough St Johns can be expanded to supply new secondary school places.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Marlborough are currently unconstrained. They are also unconstrained in relation to energy generation, according to SSEN's Generation Availability Map.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing</p>

Topic	Comment
	<p>landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
<p>Sport and Leisure Facilities</p>	<p>At Marlborough there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • A 3GATP (3rd generation artificial turf pitch) is needed to support future / further growth. • There is a view that the Rugby Club and Cricket Club would like to find a new site where they could be co-located so that they can have something they can call their own and purpose built. No site is currently identified. It might be possible to find a site if enabled through development. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Marlborough Leisure Centre will be informed by this work, which will include planned growth and demand.
<p>Health</p>	<p>There is 1 GP surgery in Marlborough, and 3 GP surgeries in the surrounding areas (Great Bedwyn, Ramsbury and Burbage). There are capacity concerns for Marlborough GP surgery.</p>
<p>Housing needs</p>	<p>In the years 2016-2036 the older population is expected to increase by 25% in the 60-74 age group and 85% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 20% and the 15-29 age group to increase by 11%. Finally, the 30-44 age group is expected to increase by 4% and the 45-59 age group to decrease by 14%.</p> <p>Local household income:</p> <p>The annual average gross income is £41,200 and the net income after housing costs is £28,700</p> <p>Affordability Ratio (based on 2 bed property):</p> <p>Median price £254,500</p> <p>Annual gross income £41,200</p> <p>Affordability ratio 6.18</p>

Topic	Comment
The local economy	<ul style="list-style-type: none"> • Low levels of unemployment • Marlborough Business Park has provided an important new location for employment growth and new business • Very limited supply of employment sites and premises available in Marlborough, particularly affordable sites. • Town centre vacancies are quite substantially below the national average. • No capacity for additional convenience and comparison retail floor space up to 2036.
Transport	<p>Key features</p> <p>Marlborough is on the intersection of the A4 which runs east / west from London to Bath, and the A346 primary route which runs north / south linking to the A303 and M4. Marlborough is well served by bus routes with regular services to Swindon, Pewsey and Salisbury and less frequent services to Kennet Valley settlements, Calne and Tidworth.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • AM and PM peak hour delays on A346 (towards junction 15 of M4 and Salisbury Road), Bath Road and George Lane. • Shortage of parking at peak times, creating parking issues for both residents and visitors with uncontrolled parking on residential streets. • An Air Quality Management Area (AQMA) has been designated in Marlborough with air quality exceedances on the A346 Herd Street. • HGV traffic on Herd Street/Barn Street causes issues for residents and directly affects air quality in the AQMA. • Marlborough has no railway station with the nearest stations being Great Bedwyn and Pewsey stations (6 miles from Marlborough) offering regular services to London Paddington. <p>Opportunities</p> <ul style="list-style-type: none"> • Improvements to A346 / A4 may help relieve local congestion hot spots. • Improvements to the bus-rail link service could encourage modal shift.

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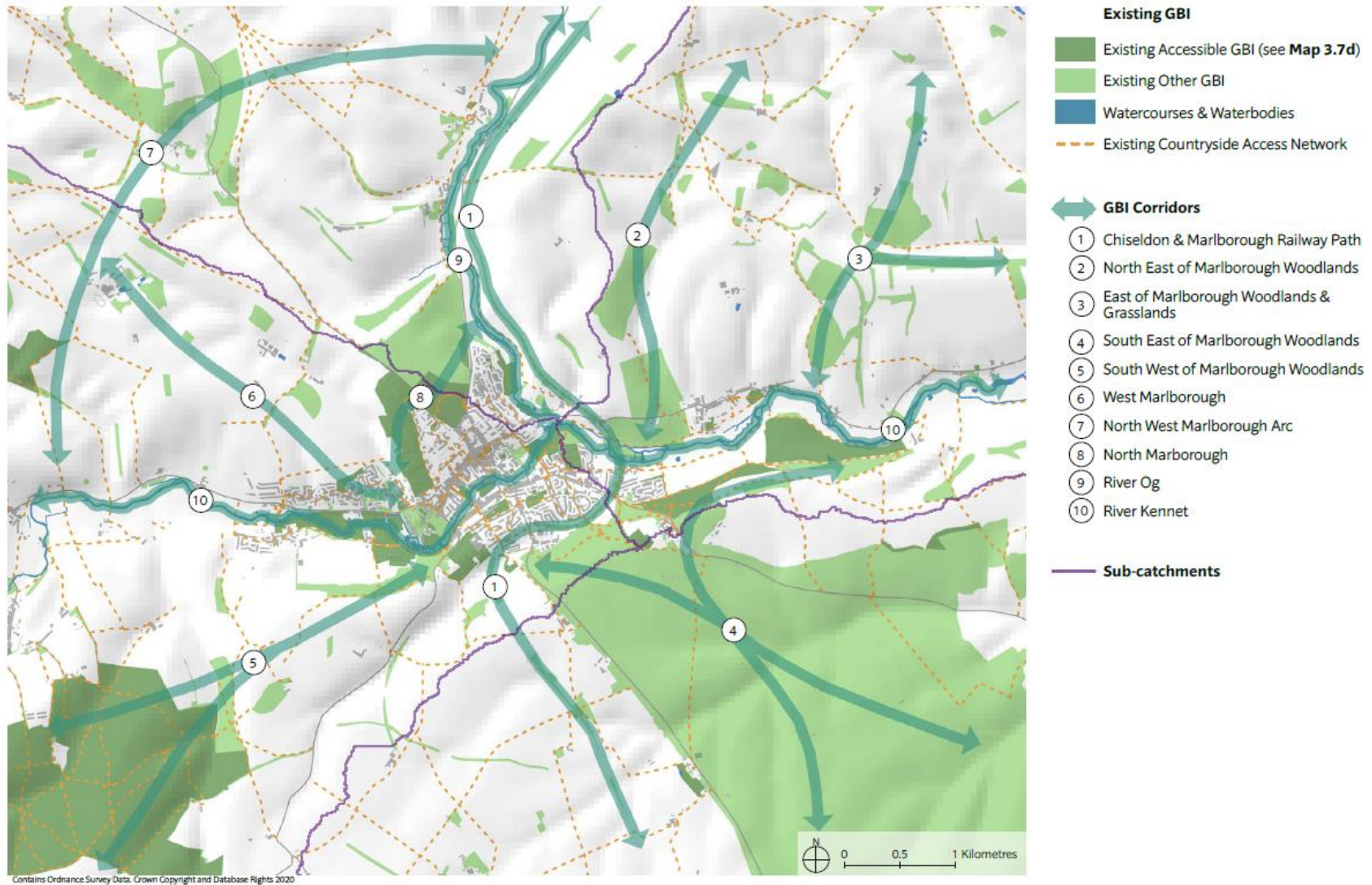


Figure 2 Map showing Marlborough Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

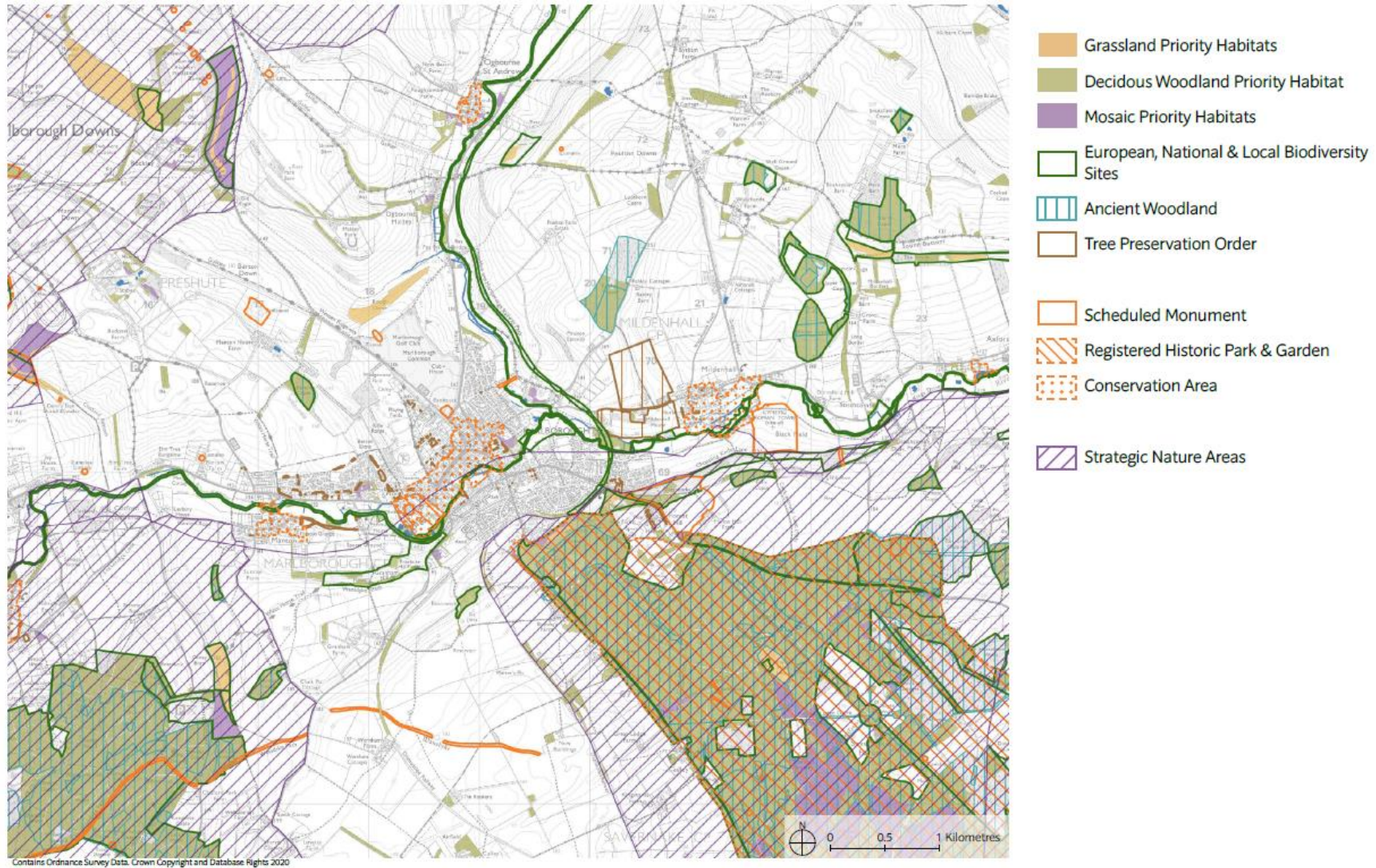


Figure 3 Map showing Marlborough Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Marlborough – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Marlborough – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Marlborough the requirement emerging is for an additional 680 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy. Taking account of this amount approximately 245 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called 'Emerging Spatial Strategy'.

Summary of the site selection process

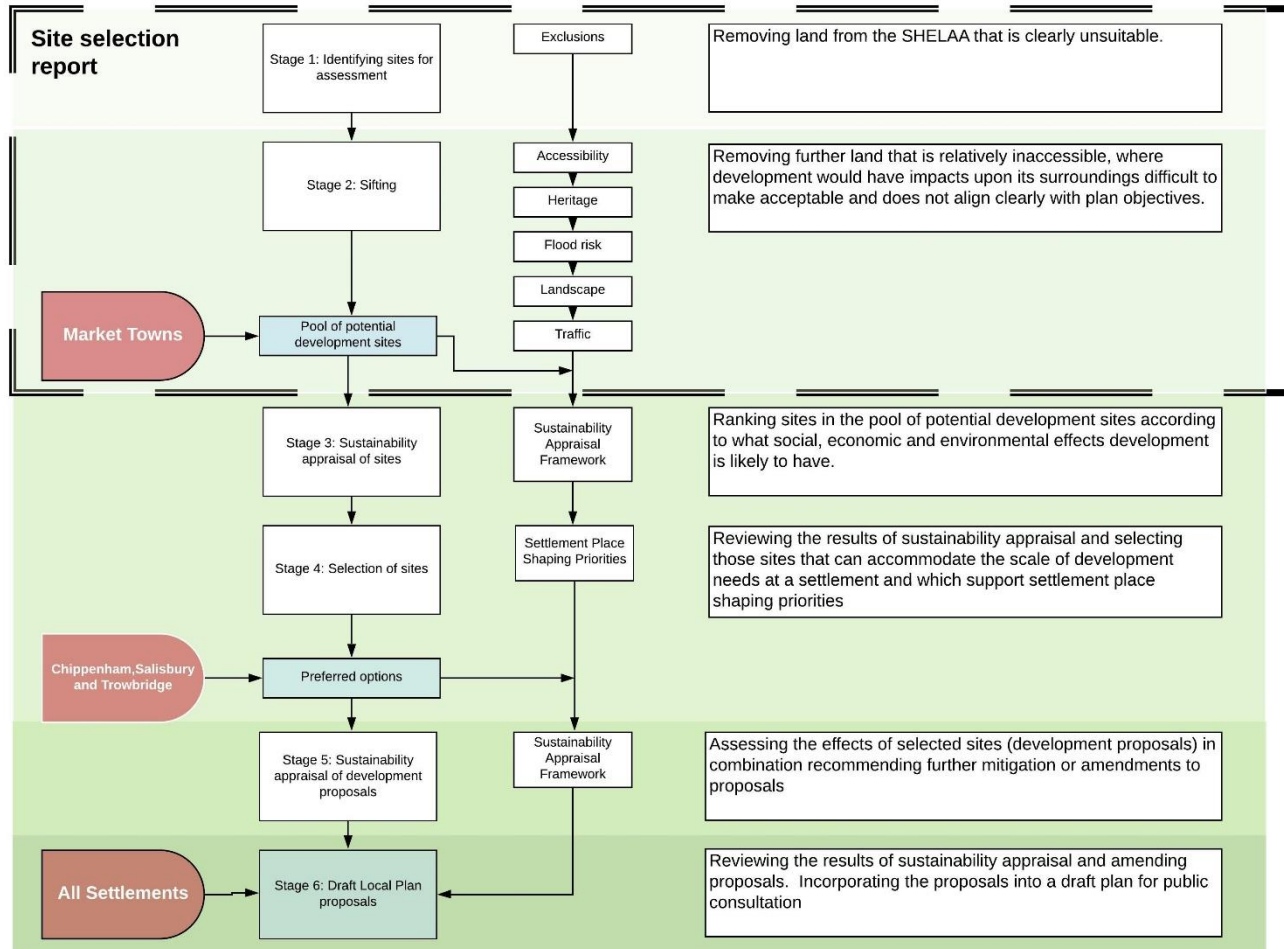


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 - Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by appropriate assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

Methodology

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Marlborough and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that three sites have been excluded due to being in flood zone 2 and 3 or not being well related to the existing settlement.

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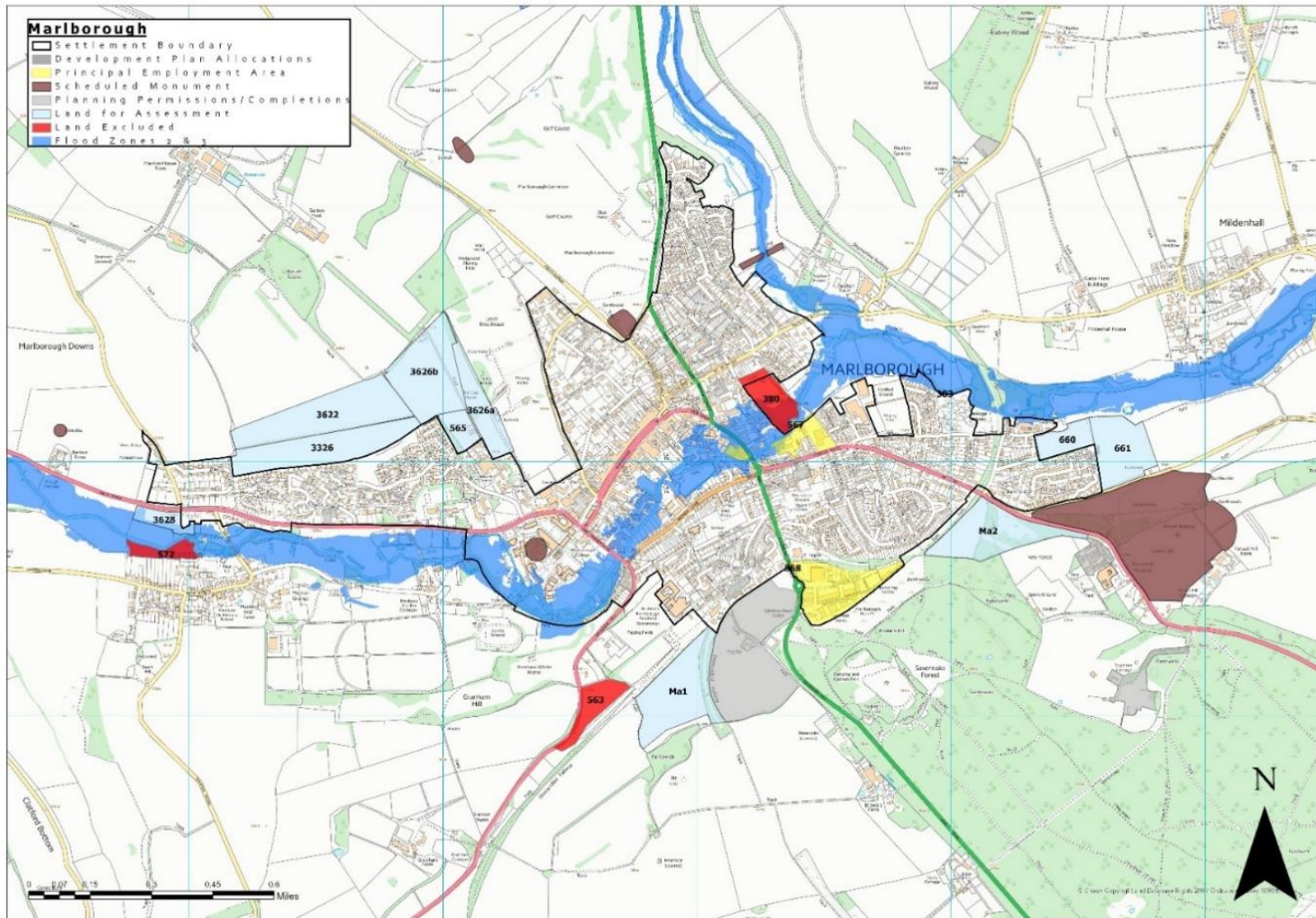


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk; although site areas may also contain land in zones 2 and 3. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.
41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Marlborough is shown in the table below:

Marlborough Strategic Context

Context criteria	Detail
Long Term Pattern of Development	<p>The River Kennet dissects the town with the urban form sitting to the north and south of this defining landform. Historically the town has also developed along the routes formed by the A4 running east/west and the A346 running north/south. More recently development has taken place to the East at Chopping Knife Lane and to the South at Salisbury Road. This spread of development has expanded to those less environmentally sensitive areas.</p> <p>Future development must tackle any potential significant negative effects to the surrounding Area of Outstanding Natural Beauty.</p>
Significant environmental factors	<p>Marlborough sits within the North Wessex Downs Area of Outstanding Natural Beauty which is a significant constraint to development for all of the sites under consideration. When considering areas of land for future growth, careful consideration must be given to the conservation and enhancement of this designated landscape.</p> <p>The Savernake Forest Site of Special Scientific Interest (SSSI) fringes the town to the south east while the River Kennet SSSI sits to the east of the town.</p> <p>County Wildlife sites are present within and around the town, namely:</p> <ul style="list-style-type: none"> • Rivers Kennet and Og • Stonebridge Meadows • Granham Hill • Chiseldon to Marlborough Railway Path • Postern Hill Chalk • Chopping Knife Lane Bank <p>There are areas of flood risk associated with both the River Kennet and Og.</p>
Scale of growth and strategic priorities	<p>The scale of growth is relatively modest. When taking into consideration growth already in the pipeline the residual will require limited allocations in terms of number and scale.</p> <p>Strategic priorities include the need to prioritise local needs for affordable homes. This will require enough new housing whilst respecting objectives of AONB designation, retaining the character and setting to the town. Further priorities involve maintaining the town's role as a locally important employment centre and the improvement of infrastructure to fully meet the town's needs, in particular additional health service and educational facilities. Improving accessibility, traffic management and parking in and around the town centre is a further priority.</p>
Future growth possibilities for the urban area	<p>The likeliest future growth patterns continue past directions; to the east, to the south (extending from the Salisbury Road development as allocated within the Wiltshire Core Strategy); or to the west.</p>

	There are some SHELAA sites outside the broad extent of the urban area. However, some sites may enable suitable mitigation to be achieved when considering the designated AONB covering the surrounding countryside.
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Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
326	Land at College Fields	Yellow	Green	Green	Red	Yellow	<p>This site sits to the north of existing residential development, with open countryside to its northern and eastern boundary.</p> <p>Sitting within the North Wessex AONB on a south facing hill, prominent across the Kennet valley, development here may affect the views over towards the AONB across the other side of the valley. The accessibility of the site is average, lying to the west of the town centre and associated amenities. The site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects needing mitigation.</p> <p>Overall, the impact on the AONB is the main concern and will require substantial mitigation to enable this site to be acceptable for development. Areas of the site would likely need to remain undeveloped to aid screening. However, given the mitigation required to reduce the impact upon the AONB is an attribute shared by many sites this is insufficient reason to exclude the site at this stage</p> <p>Take forward for further assessment.</p>	✓
565	Land off Barton Dene	Green	Green	Green	Yellow	Red	<p>This site, also within the AONB, borders existing residential development with open countryside to the north and east.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 382							<p>Sitting close proximity to congested corridors and the Marlborough AQMA, analysis will be needed to demonstrate the ability to mitigate harmful effects. It is currently unclear how this site would be accessed. This feasibility of access will therefore need to be assessed further, unless considered in combination with other sites.</p> <p>The site sits on the south facing hill prominent across the Kennet valley, affecting the views over towards the AONB.</p> <p>While extending into the AONB, this site does sit in a slight valley that may help to screen and reduce impacts, but this would need further assessment.</p> <p>Insufficient reason to exclude the site at this stage. Should be considered in combination with sites 3626a and 3626b, which are located adjacent to the site to the north and east.</p> <p>Take forward for further assessment.</p>	
660	Further Land at Chopping Knife Lane						<p>Sitting to the east of the settlement, this land adjoins the settlement boundary on its southerly and westerly extent with the north and east being bordered by open countryside.</p> <p>The site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects needing mitigation. In landscape terms, the site is within the AONB, bounds the Kennet River Green infrastructure corridor and has open views down the Kennet valley to the east. Mitigation would be necessary to provide a strong buffer of landscaping, perhaps in conjunction with site 661. In heritage terms, the site is adjacent to the Grade II listed Elcot Mill and Stable Block with residential development here potentially impacting on the rural setting of the heritage asset.</p> <p>Take forward for further assessment. While this site may become developable on its own, given the level of development required at the settlement in combination with the potential mitigation measures necessary to alleviate negative effects, it appears appropriate to combine this site with 661 to consider one logical extension.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
661	Land North of Chopping Knife Lane						<p>Sitting to the east of the settlement, within the AONB, this land adjoins the settlement boundary and site 660 along its western boundary. The northern boundary adjoins Chopping Knife Lane while the southern and eastern boundaries adjoin open countryside.</p> <p>The site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects needing mitigation. Sitting slightly further away from the town centre and associated amenities, accessibility is less favourable at this site. In landscape terms, the site bounds the Kennet River Green infrastructure corridor and has open views down the Kennet valley to the east. Mitigation would be necessary to provide a strong landscape buffer, perhaps in conjunction with site 660. In heritage terms, the site sits adjacent to 660 which abuts Elcot Mill and Stable Block. Impact on the rural setting of this heritage asset will therefore need to be assessed further.</p> <p>Take forward for further assessment. While this site may become developable on its own, given the level of development required at the settlement in combination with the mitigation necessary to alleviate negative effects, it appears appropriate to combine this site with 660 to consider one logical extension.</p>	✓
3622	Land to NW of Barton's Green						<p>This land is bounded by open countryside, not adjoining the current settlement boundary (the nearest point to the settlement boundary is approx 50m) and extends into the AONB. The southern boundary adjoins site 3326. Sitting further north, the site sits more exposed on the south facing hill that is prominent across the Kennet valley potentially breaching the skyline and affecting the views over towards the AONB and beyond, especially from the A345.</p> <p>If developed, the site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects requiring mitigation. The accessibility of the site is average, lying to the west of the town centre and associated amenities. Overall, the sites impact and encroachment into the open countryside are the main concerns requiring detailed mitigation to enable this site to move forward, indeed areas of the site would likely need to remain undeveloped to aid screening.</p> <p>Given the sites isolated characteristic, it only appears an option if developed in combination with site 3326 to the south. Take forward for further assessment. Extending the urban form into the surrounding countryside and the AONB to such an extent seems unnecessary within the plan</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Overall judgement	Taken Forward
							<p>Stage 2A and Stage 2B - Overall judgement period however to enable suitable mitigation to be achieved this site should be carried forward at this stage.</p>	
3626a	Land at Barton Dene						<p>The site forms a finger of land that extends northwards into the AONB to the west of the town. It forms one of a cluster of sites (565, 3626a and 3626b) sitting to the north of existing development. Sitting on the south facing hill prominent across the Kennet valley, development may affect the views over towards the AONB.</p> <p>Lying in close proximity to congested corridors and the Marlborough AQMA, development of the site would require mitigation to alleviate any adverse impact upon these constraints.</p> <p>Given the level of development required at the settlement in combination with the mitigation necessary to alleviate negative effects, it would be appropriate to combine this site with 565 and 3626b to consider one logical extension.</p> <p>Take forward for further consideration. While development among these parcels of land have potential for significant landscape impacts, particularly in the more exposed northern section, other parts of the site could accommodate some development.</p>	✓
3626b	Land at Barton Dene II						<p>Lying to the west of the town, this site forms the northerly extent of a cluster of sites (565, 3626a and 3626b) sitting to the north of existing development. The site extends into the AONB. Sitting further north than surrounding sites and the existing built form, the land is prominent across the Kennet valley, affecting views towards the AONB</p> <p>The site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects needing mitigation. This more northerly and detached position makes accessibility poorer to important destinations in the town.</p> <p>On its own the site is not particularly well related to the settlement, and so only becomes available in combination with sites 565 and 3626b, which together form one logical extension.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							Take forward for further consideration. While development among these parcels of land have potential for significant landscape impacts, particularly in the more exposed northern section, other parts of the site could accommodate some development.	
3628 Page 385	Land South of Bath Road						<p>Lying to the far west of the settlement boundary, this land is on the urban fringes of the town bounded to the north by the A4 and south by the River Kennet corridor.</p> <p>Its proximity to the river Kennet leaves much of the southern and western parts of the site within flood zones 2 and 3. The location to the western edge of Marlborough means accessibility to the town and associated amenities is poorer than other areas. If developed, the site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects requiring mitigation. The site has largely good boundary screening directly from Bath Road, with intermittent views from the other side of the valley along Manton Road. Lower lying, this site is less prominent to the surrounding landscape although mitigation would be necessary to prevent harmful urban encroachment into the AONB.</p> <p>However, the site has a distinctly remote and rural feel to it, largely due to the density of the built form thinning out noticeably along the Bath Road when travelling westwards away from the town. This low-density context, along with flood risk issues mean that this site should be excluded from further consideration.</p>	✗
Ma1							<p>The site is adjacent to a Wiltshire Core Strategy allocation at Salisbury Road, located to the east and which now has planning permission for 175 homes, currently being built out. The St Johns secondary school is located directly to the north. The remainder of the site is bounded by open countryside to the south and west.</p> <p>If developed, the site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects requiring mitigation. Moderate risk of pluvial flooding has been assessed on this site and the associated management measures would likely reduce site capacity. Further assessment would be necessary to understand this risk and associated mitigation in more detail. In landscape terms, the site is located within the AONB but appears to be nestled on the lower slope of a broad valley which appears to reduce views from the surrounding area. The path of the old railway line green infrastructure corridor forms the eastern boundary of the site. Further</p>	✓

SHELAA Reference	Site Address							Stage 2A and Stage 2B - Overall judgement	Taken Forward
								assessment will be required to ensure that protecting the setting and landscape of the AONB would be feasible. While there are some likely complexities to negotiate, individually or together these do not suggest that this site should be rejected at this stage. Take forward for further assessment.	
Ma2 Page 386								Lying to the east of the settlement, this site is bounded by the A4 to the north, settlement boundary to the west and open countryside along with Savernake forest Site Special Scientific Interest (SSSI) to the south. If developed, the site may impact upon local congested corridors and the Marlborough AQMA with any harmful effects requiring mitigation. In landscape terms the site benefits from some hedgerow boundaries screening the lower northern section of the site. However, the land slopes up steeply to the south which may render it unsuitable for development while requiring careful planning in terms of roof lines and building locations to ensure the development does not crest the screening line of hedging around the site. The site is also in an elevated location within the AONB, forming a prominent feature in the landscape while being adjacent to the Savernake Forest SSSI to the south. This site is also largely formed of the Postern Hill Chalk County Wildlife Site. Given the level of development required at Marlborough and the other site options available, it seems unnecessary to consider this less favourable site given the likely complexities in achieving development along with the necessary mitigation at this stage.	x

The following sites have been combined:

Ref	Reason
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660 and 661 These sites abut each other and have no strong physical barriers.
In combination, they form a more logical parcel of land extending the existing built area and offer more flexibility to form a logical urban extension capable of offering mitigation against harmful effects.

545, 3626a and 3626b These sites abut each other and have no strong physical barriers.
In combination, they form a more logical parcel of land extending the existing built area and offer more flexibility to form a logical urban extension capable of offering mitigation against harmful effects.

3622 and 3326 These sites abut each other and have no strong physical barriers.
In combination, they offer more flexibility to form a logical urban extension capable of offering mitigation against harmful effects.

DRAFT

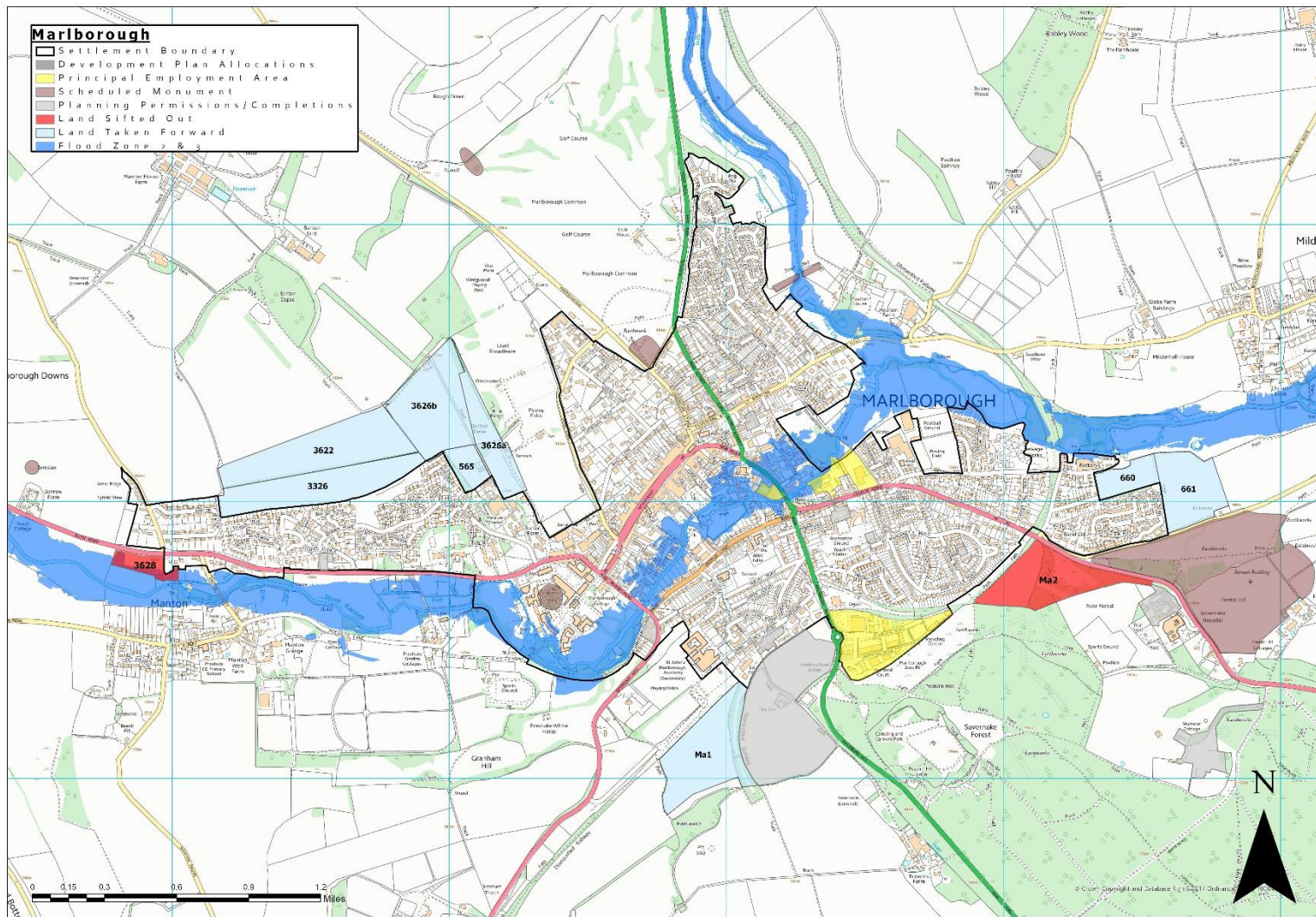


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

46. The following maps show the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

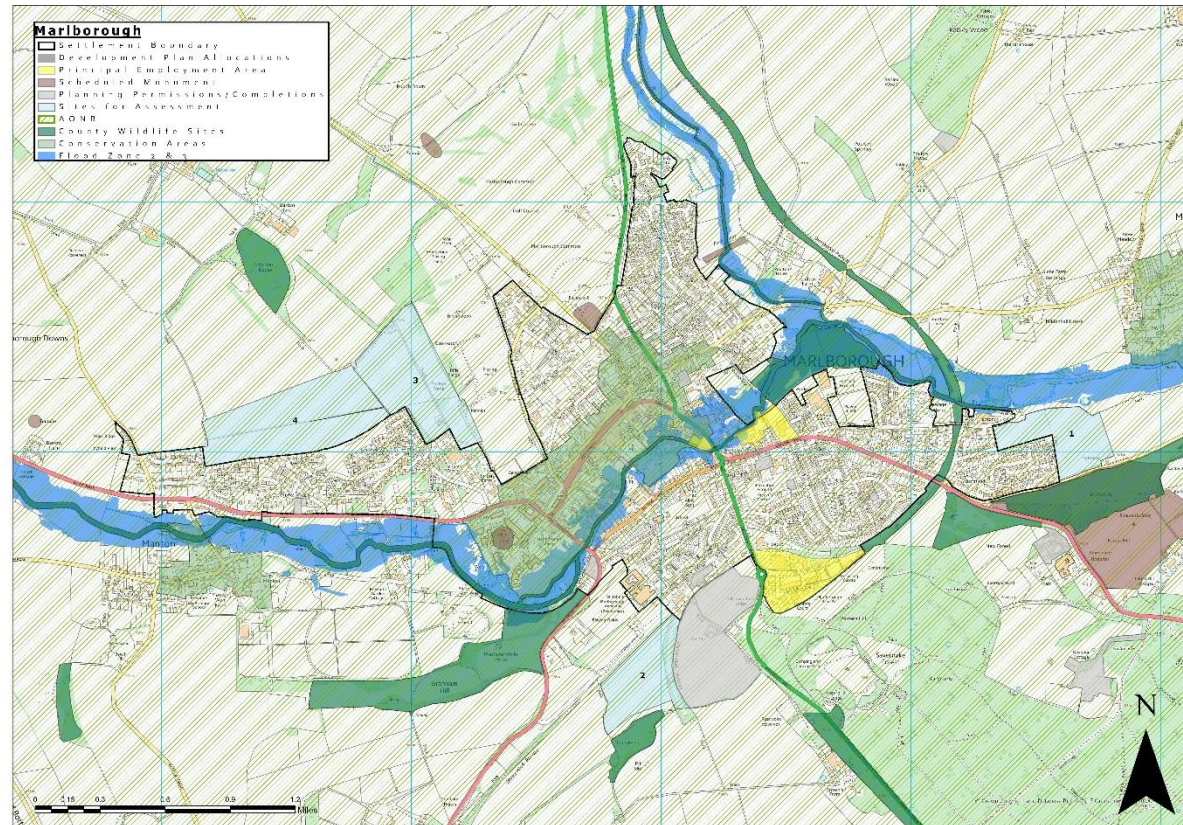


Figure 4 Map showing pool of potential development sites

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Planning for Melksham

Introduction

1. What will Melksham be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

How much should the town grow?

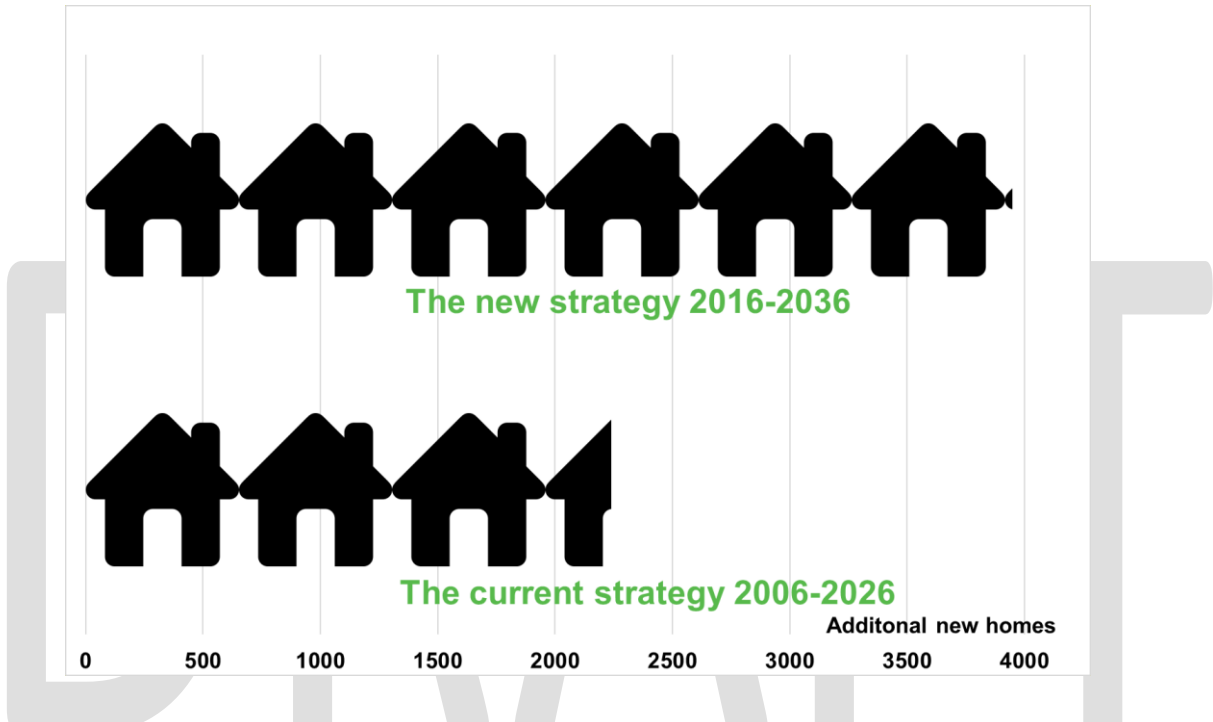
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents.

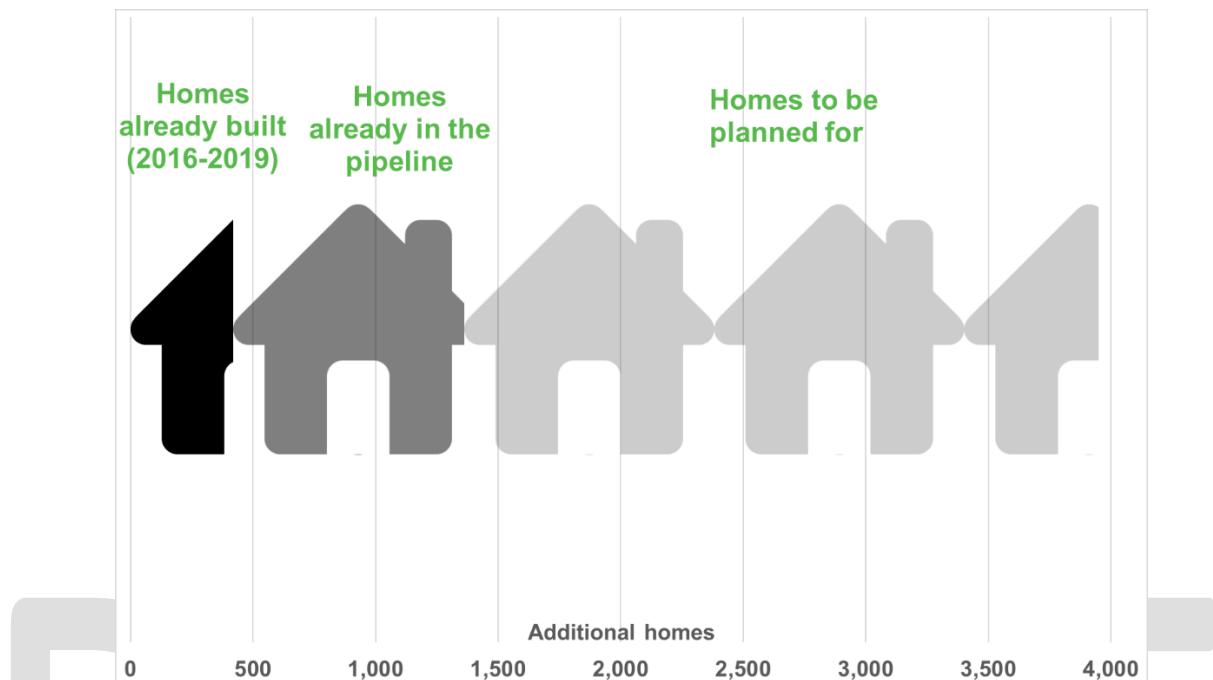
There are four housing market areas in Wiltshire and each area includes many settlements. Melksham is in the Chippenham Housing Market Area.

8. The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned, as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identifies a requirement for 2240 homes. The new strategy proposes a requirement of 3950 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Melksham and Bowerhill, 420 dwellings have been built between 2016-2019 and at 1 April 2019, 943 homes are already in the pipeline i.e. they have planning permission or resolution to grant planning permission.



11. When the number of homes built and in the pipeline is deducted it leaves a further 2585 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will allocate land at Melksham where necessary to ensure a supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. The emerging Joint Melksham Neighbourhood Plan will be reviewed immediately after it has been 'made'. This will be able to propose and allocate sites for development, for example, that meet a particular local housing need, for self-build homes, or other uses or that positively plan for brownfield sites.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 130 homes could be built on brownfield sites over the next 10 years².
14. The Local Plan must ensure that the proposed scale of growth will be accommodated. The Council must be certain that there is a land supply sufficient to meet assessed need. But the Council cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Planning positively for brownfield sites as part of reviewing the neighbourhood plan can however provide certainty about them coming forward, this will then reduce the amount of greenfield land needing to be planned for.
16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas are also a means for the community, with developers and

² Further detail can be found in the Emerging Spatial Strategy paper.

landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

17. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
18. On current evidence, further employment land is not needed at Melksham. Land is already allocated in the existing Wiltshire Core Strategy. Employment land supply has been reviewed and the existing supply is available and is capable of meeting needs.

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

19. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Melksham that will guide development and the direction of growth.
20. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
21. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
22. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this

³ Further detail can be found in the Emerging Spatial Strategy paper.

stage of the plan making process these are the draft priorities that have been identified for Melksham.

- Ensure town centre regeneration through continued investment in the town centre, maximising brownfield land and encouraging employment opportunities
- Out-commuting should be reduced through an improved employment offer
- An eastern bypass to the town is a priority to improve the efficiency of the transport network and lead to other benefits for the town
- To increase levels of train passenger transport and help reduce traffic congestion, railway station parking facilities should be improved and extended
- New development should be accompanied by sufficient healthcare facilities, schools and transport infrastructure which have come under increasing pressure in the town
- A holistic town-wide approach to ensure future education provision is required with sufficient primary and secondary school places provided to meet the needs of all new housing development
- Continue to safeguard a future route of the Wilts and Berks canal and to enable its delivery to provide significant economic, environmental and social benefits for Melksham.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

23. Land around much of Melksham and Bowerhill is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focusing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Melksham and Bowerhill, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.
24. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and, in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
25. But If Melksham and Bowerhill is to expand, assuming all identified brownfield sites have been taken into account, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Melksham and where is it most appropriate to consider development options.

26. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a great range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below also attempts to show what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in either the Local Plan or neighbourhood plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
27. In Melksham and Bowerhill, a large amount of land is required in order to meet strategic housing requirements. The review of the neighbourhood plan can also consider whether further land is needed for development to meet the community's needs. One or more sites will be selected for housing in the Local Plan and the rest of the pool of potential development sites will remain as they are. In Melksham and Bowerhill, no land for employment development will be needed.
28. The Joint Melksham Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs. Prioritising brownfield land, work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important social, economic or environmental factors you think we've missed that need to be considered generally or in respect of individual sites?

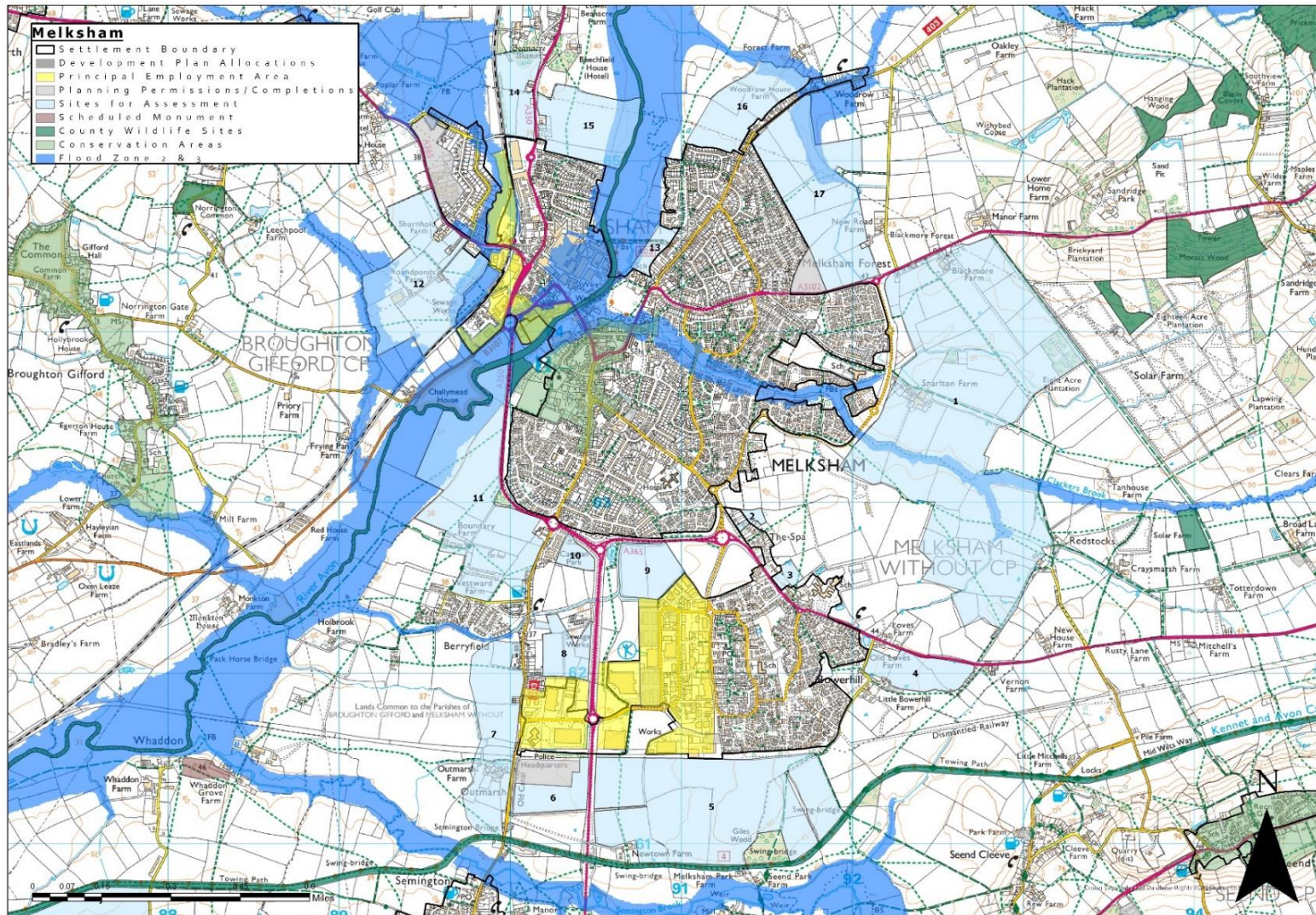


Figure 1 Map showing potential development sites for assessment

29. Seventeen potential sites have been identified in Melksham for further assessment of their development potential. Not all of these sites will be allocated for development. However, given the large amount of land that needs to be planned for at Melksham, several large sites may be required at this time. Key considerations for these potential site options are provided below.

Considerations relevant to all sites in Melksham:

- Sites should be connected to the town centre by methods other than private transport through the provision and promotion of sustainable transport and active travel, including new and improved bus routes and walking/cycling infrastructure
- Development in Melksham will need to positively contribute to finding solutions to traffic congestion in the town, through a combination of helping to reduce transport movements on local roads and through new transport infrastructure
- All development should positively support town centre regeneration, helping to ensure continued investment in the town centre.

Site 1: Land to the east of Melksham (SHELAA sites 3552, 3686, 3525, 3123)

- This is a large site which, if developed in full, may add significant pressure to the local highway network if built prior to major road infrastructure
- Site may require access to both A3102 in north and A365 in south
- There is an area of flood zones 2 and 3 associated with Clackers Brook running through the centre of the site
- Brown's Lane and Clackers Brook are significant Green Infrastructure corridors providing a connection from wider countryside through to the Bristol Avon river
- The site is exposed to views across from Sandridge Hill along with wider rural views to the east. However, being a large site, there is scope for mitigation

Site 2: 398a The Spa (SHELAA site 3249)

- Site only has access onto The Spa
- Developing this site may have potential impacts on the Grade II listed dwellings at The Spa

Site 3: Land adjacent to Woolmore Manor (SHELAA sites 1034, 3219)

- Site has access onto A365
- Potential impacts of developing this site on the Grade II* listed Woolmore Manor
- Northern part of site contains a high value great crested newt pond and connects with woodland habitat which is important supporting habitat for the pond

Site 4: Land to the east of Bowerhill (SHELAA sites 3345, 3331)

- Site has access onto the A365
- SHELAA 3331 could only come forward with 3345
- The site would be an urban encroachment into the rural setting between Bowerhill and Seend / Seend Cleeve which could prove difficult to mitigate
- Site may contain populations of great crested newt and bat roosts and hedgerows may be used for bat commuting

Site 5: Land to the south of Bowerhill (SHELAA sites 1005, 1006, 3603)

- Potential for site access onto A350
- Potential constraints to developing this site include the proximity of the A350 and to businesses at Bowerhill Industrial Estate
- The Kennet & Avon canal runs along the southern boundary of the site – an important wildlife corridor and recreational asset

Site 6: Land South of Hampton Park (SHELAA site 1004)

- Site has direct access onto Semington Road
- The northern part of the site is now the home of Wiltshire Air Ambulance which separates the rest of the site from the urban area
- Proximity of Wiltshire Air Ambulance and the A350 may have noise concerns for any future residents
- Former canal runs along the western side and is likely to be of significance for breeding great crested newts

Site 7: Land to the south of Berryfield (SHELAA sites 1002, 1003, 1019)

- Site has direct access onto Semington Road
- The site partly covers the alignment of the Melksham Link under WCS Core Policy 16 and land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal
- The southern part of this site is remote from the town of Melksham and the northern part of the site is adjacent to the 'Small Village' of Berryfield which has its own character and is separate from Melksham
- Habitats around Outmarsh Farm and disused railway line may be important for bats and great crested newts

Site 8: Land to the north of Hampton Park West (SHELAA sites 699, 827600)

- Site has direct access onto Semington Road
- From a landscape perspective, the site may cause coalescence between Melksham and the village of Berryfield
- Constraints include the sites' proximity to Sewage Treatment Works and Hampton Business Park
- The wider area is likely to support great crested newts and the site may contribute to local populations through provision of terrestrial habitat

Site 9: Land South of Western Way (SHELAA site 1025)

- Direct access onto Western Way may be possible
- From a landscape perspective, development of this site could cause the coalescence of Bowerhill Industrial Estate with Melksham, however the site is large enough that some degree of separation could be maintained
- The site lies within a wider area which supports a metapopulation of great crested newts

Site 10: Land at Lonsdale Farm (SHELAA site 3455)

- Site has direct access onto the A350

- Access would need to be significantly improved too allow for a housing development on this site
- Proximity of the A350 may have noise and air quality impacts on future residents

Site 11: Land to the west of Melksham (SHELAA sites 3645, 728, 3105a/b/c/d)

- Access may be possible directly onto A350 or from Semington Road
- Land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal (Melksham Link) as per Wiltshire Core Strategy
- Development in the southern part of the site may lead to coalescence with Berryfield which is a 'Small Village' with its own separate character
- Flood zones 2 and 3 cover a large proportion of the site in the north and west which would rule out development in that area
- Site abuts the River Avon CWS and Conigre Mead CWS

Site 12: Land to the west of Shurnhold (SHELAA sites 3310, 3352)

- Site has direct access onto Bath Road
- Developing this site would have potential heritage and landscape impacts
- The site has open views from Shurnhold Road and mitigation may be required to the west to reduce the impact of urban encroachment into the rural setting
- Possible harmful impacts on the settings of listed buildings
- There are areas of flood zone 2 and 3 to the east, south and west of the site
- The site is in close proximity to Sewage Treatment Works
- The site is separated from the rest of the urban area by the railway line

Site 13: Land to rear of Lowbourn Infants School (SHELAA site 1000)

- Access is possible via the roundabout onto the A3102
- There is an area of flood zone 2 and 3 along the western boundary of the site
- Murray Walk crosses the centre of the site
- Site may contain foraging and commuting habitats for bats

Site 14: Land north of Dunch Lane (SHELAA site 3243)

- Direct access could be achieved onto the A350
- Potential heritage impacts on Beanacre Manor and Beechfield House to the north
- From a landscape perspective the site's location would mean possible coalescence of Melksham with the village of Beanacre and urban encroachment into the countryside
- There are mature trees and hedgerows within the site and along the western boundary and a significant area of woodland in the north - high connectivity across the site confer high ecological value
- The railway line and A350 are in close proximity to the site
- There is a major power line crossing the centre of the site

Site 15: Land to the north of Melksham (SHELAA sites 187, 3405)

- Direct access could be achieved onto the A350
- Site 187 may not be available as there are existing businesses onsite
- Developing this site would have potential heritage and landscape impacts with the village of Beanacre and the listed Beechfield House to the north of the site
- There are areas of flood zone 2 and 3 to the east of the site associated with the Bristol Avon CWS

- There is a major power line crossing the north of the site

Site 16: Land off Woodrow Road (SHELAA sites 1001, 3107)

- Site has direct access onto Woodrow Road
- Site 1001 would need to be developed alongside 3107
- Woodrow Road leading into Melksham is often narrow and with traffic calming measures and not particularly suited to large increases in traffic
- There are areas of flood zone 2 and 3 to the north of the site
- There is a major power line crossing the south of the site
- Western boundary is the line of the old Wilts and Berks canal, now marked by hedgerows and likely to be a bat commuting route to the river.

Site 17: Land to the north of A3102 (SHELAA sites 715, 1027, 3478, 3479)

- Access could be achieved onto both A3102 and Woodrow Road
- There are areas of flood zone 2 and 3 to the north of the site
- Site has potential for commuting and foraging bats due to strong pattern of historical hedgerows and grazed pasture
- There is a major power line crossing the north of the site

DRAFT

Settlement profiles

30. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>New provision would be required to meet early years needs arising through new housing development.</p> <p>Land for a new primary school has been secured on land south of Western Way, which will supply new places to the south of the town. New provision is required to meet needs in any other area.</p> <p>Melksham Oak is currently undergoing expansion. This is projected to fill. Additional expansion onsite would not be possible, but a satellite of Melksham Oak School could be possible in meeting needs arising from any new housing.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Melksham are currently unconstrained. Some of the infrastructure is unconstrained whereas some is partially constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in Figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in Figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>

Topic	Comment
Sport and Leisure Facilities	<p>At Melksham and Bowerhill there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Whilst grass pitches for Melksham and Bowerhill are sufficient, Bowerhill Recreation Ground will need upgrading / improvement. • Oakfields is the new home of Melksham Town Football Club and Rugby Club which houses a sufficient number of quality grass pitches. However, a 4G ATP will be needed here. • The Melksham House site is the home of Melksham Cricket Club, where a new pavilion has been provided for the club as part of the campus programme, and the new home of the yet to be built Health & Well Being Centre. The H&WBC is due to be completed in 2022. • All further development would be asked for a contribution to the new Leisure Centre, improvements to existing sites, and new 4G ATP at Woolmore Farm. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Plans for Melksham Community Campus are well underway with construction due to be completed in 2022. The new facility will comprise a swimming pool, learner pool, fitness suite, spin studio, café, library, community spaces, meeting rooms and Melksham Without Town and Parish Council Offices. There are no further plans for additional leisure facilities.
Health	<p>There are two GP surgeries in Melksham. A third GP surgery closed in 2020 due to a lack of resources. The two remaining surgeries both have capacity issues. Consideration may need to be given to improving capacity in the future.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 26% in the 60-74 age group and 83% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 3% and the 15-29 age group to increase by 4%. Finally, the 30-44 age group is expected to not change and the 45-59 age group to decrease by 16%</p> <p>Local household income</p> <p>The annual average gross income is £32,800 and the net income after housing costs is £22,700.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price £171,000</p> <p>Annual gross income £32,800</p> <p>Affordability ratio 5.21</p>
The local economy	<ul style="list-style-type: none"> • High concentration of jobs in manufacturing, with recent major investments at Bowerhill, including the consolidation of Herman Miller's UK manufacturing at its purpose-built Portal Mill facility,

Topic	Comment
	<p>and further warehousing/office expansion by Gompels Healthcare and upgrading of hangers for logistic distribution business. Build out of Hampton Park employment area in recent years.</p> <ul style="list-style-type: none"> • Market interest in town. • Low levels of unemployment • Capacity within labour market to accommodate future growth, according to population statistics • There is a very limited supply of employment sites and premises available in Melksham • Several brownfield sites in the town which provide good regeneration opportunities • Town centre vacancies are below the national average. • No capacity for additional convenience retail floorspace, but a small capacity for comparison retail floorspace up to 2036.
Transport	<p>Key features</p> <p>Melksham is well served by the A350 primary route which provides a direct link to Chippenham (and the M4 at Junction 17) and Trowbridge. Other key routes provide access to Bath (A365), Calne (A3102), Devizes (A365) and Bradford on Avon (B3107). Bus routes provide regular services to Bath, Chippenham, Trowbridge and Devizes with most services accessed from the Market Place in the town centre.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • Confluence of A350 and other radial routes (A365, A3102 and B3107) causes significant peak hour congestion and delays particularly in central section of A350 through the town. • Future development growth may increase pressure on the A350 through Melksham and at congestion hot spots such as Farmers Roundabout. This in turn may lead to further rat running through residential and rural roads. • While the TransWilts train service has been significantly improved over the past few years, it is still only a two-hourly service between Westbury and Swindon. • Currently poor environment around Melksham rail station and walking routes to town centre. <p>Opportunities</p> <ul style="list-style-type: none"> • Current joint working between TransWilts Community Rail Partnership, Network Rail, Great Western Railway and Wiltshire Council to develop and enhance Melksham rail station, forecourt, parking and facilities. • Further development and delivery of an A350 Melksham bypass would relieve peak time congestion and delays.

Topic	Comment
	<ul style="list-style-type: none"><li data-bbox="478 253 1372 436">• Bypassing Melksham would also reduce severance between the town centre and areas to the west of the A350 (including the rail station and recent supermarket developments), create an opportunity to re-design the existing A350 corridor through the town, and support efforts to regenerate the town centre.<li data-bbox="478 443 1372 589">• An agreed Melksham rail station masterplan that facilitates joint working between TransWilts Community Rail, Network Rail, Great Western Railway and Wiltshire Council to develop and enhance Melksham rail station, forecourt, parking and facilities.

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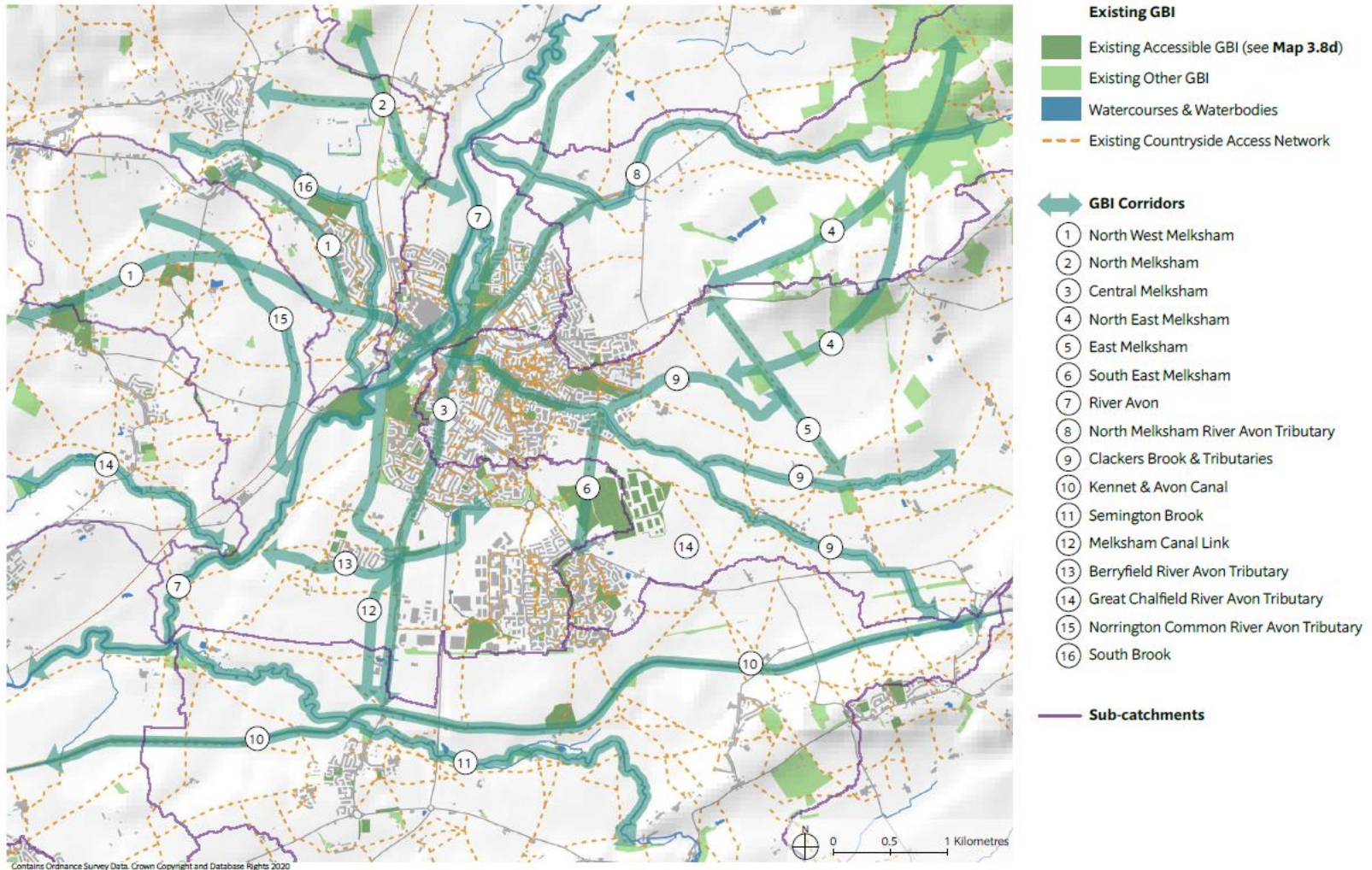


Figure 2 Map showing Melksham and Bowerhill Green and Blue Infrastructure Network and improvement corridors (numbered). (These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

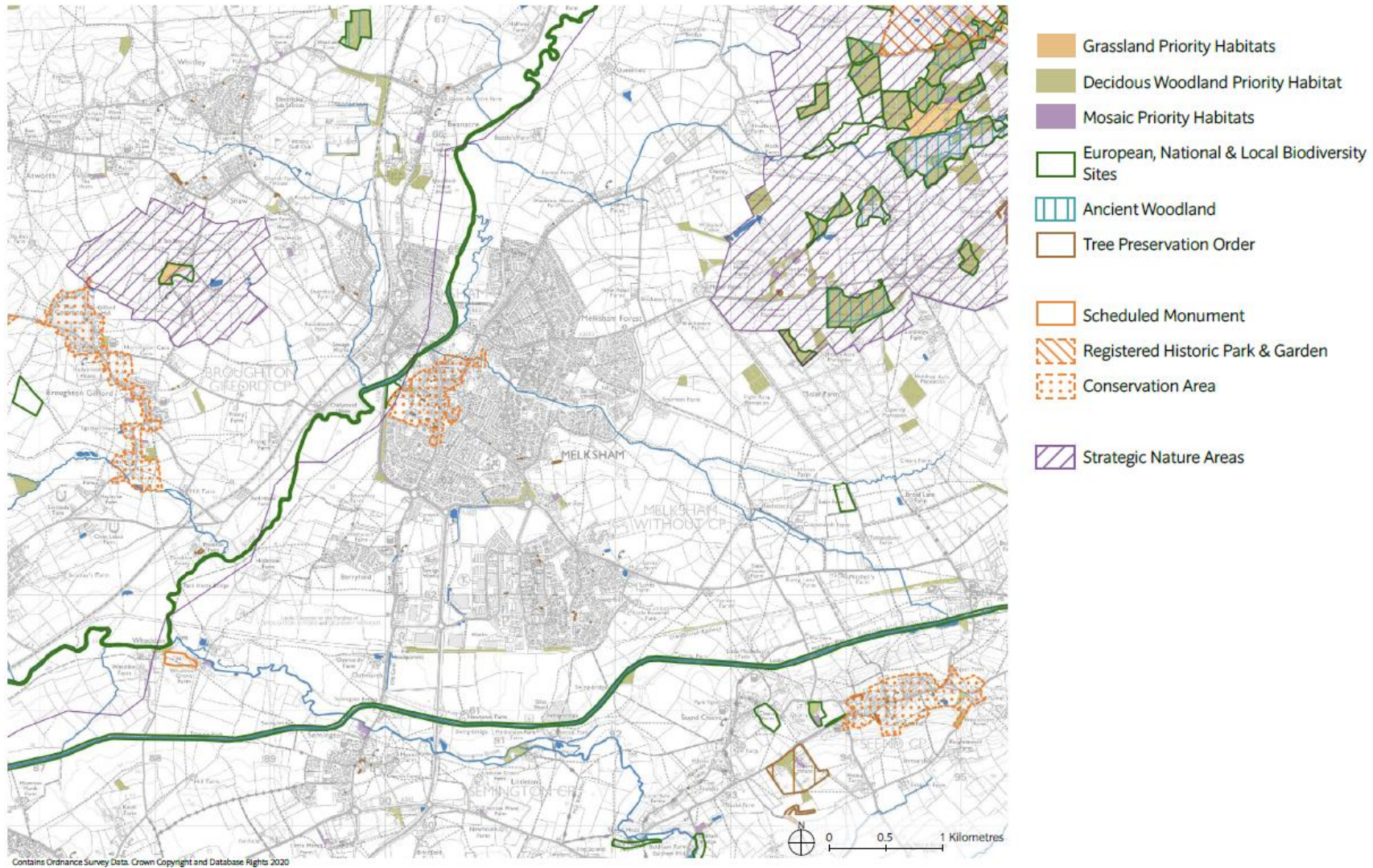


Figure 3 Map showing Melksham and Bowerhill Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage. (These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Melksham – Pool of Potential Development Sites

Site Selection Report



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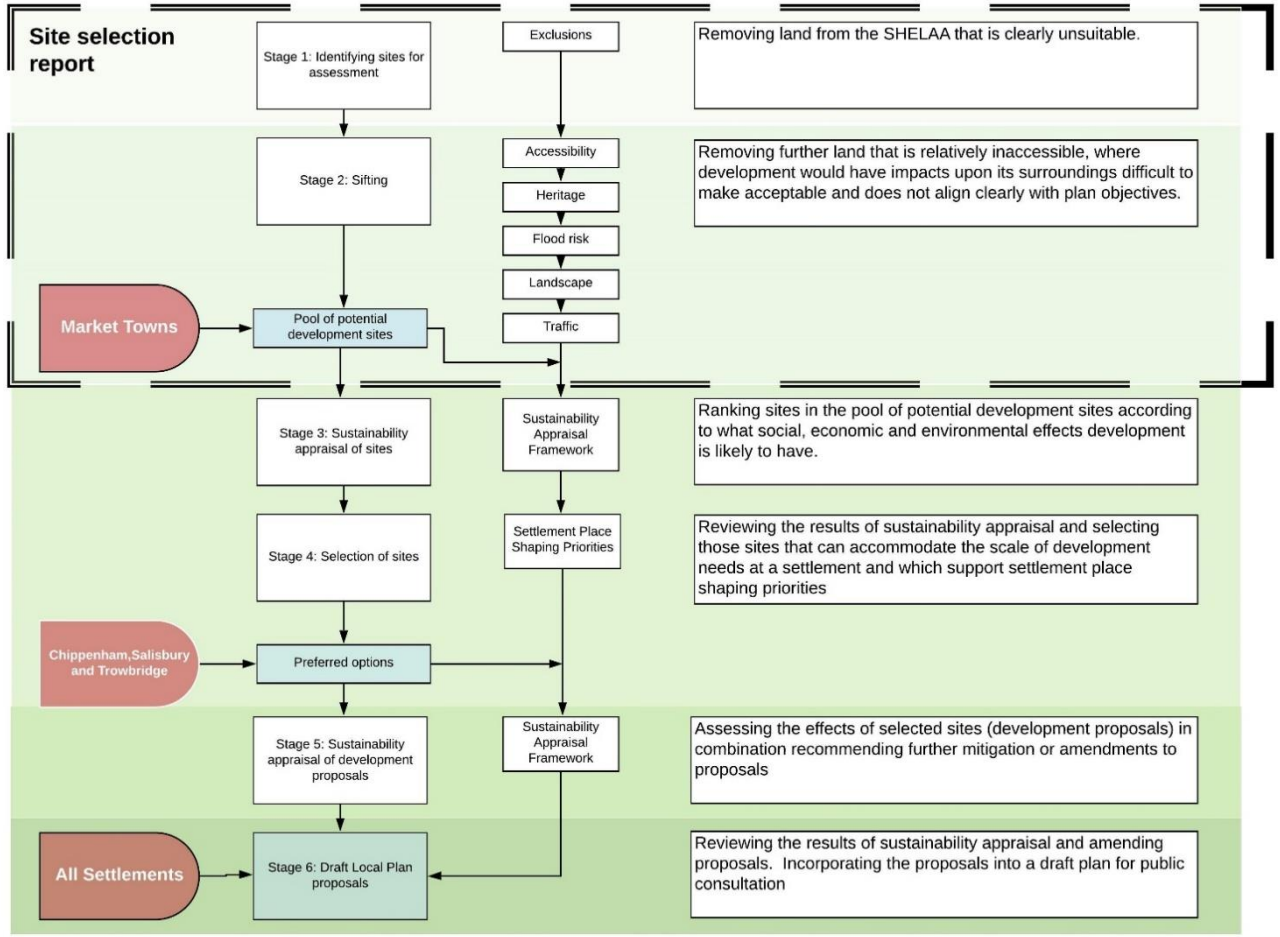
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Melksham– a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Melksham, the requirement emerging is for an additional 3,950 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Joint Melksham Neighbourhood Plan. Taking account of this amount, approximately 2,585 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process



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Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

(v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, which is stage three in the site selection process. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, Habitats Regulations Assessment and sustainability appraisal to produce proposals that can be published in

⁵Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

a draft version of the reviewed Local Plan, which will then be published for consultation.

23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

Stage 1 Identifying Sites for Assessment

24. This stage starts with all SHELAA land parcels on greenfield land and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows land excluded at Stage 1. Figure 2 shows that 6 sites have been excluded because they are in flood zones 2 and 3.

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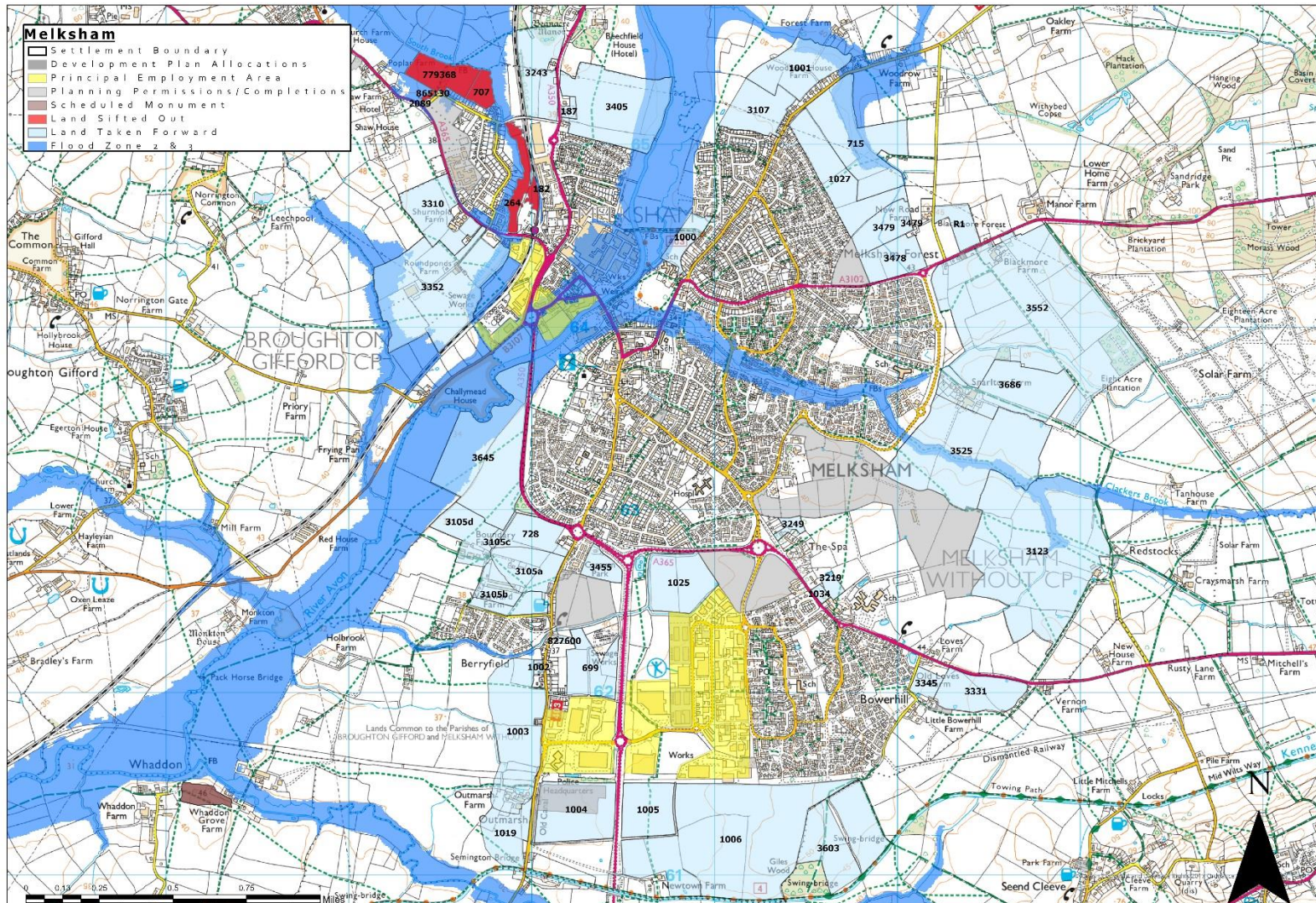


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.

34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may

recommend a SHELAA site is combined with another in order to properly test such an option.

- A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Melksham is shown in the table below:

Melksham Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>The River Avon flows through the town. The A350 and railway line form a firm boundary to the south and west of Melksham. The A350 passes through residential areas in the north.</p> <p>In recent years, Melksham and Bowerhill have seen a large amount of new development located to the east and south. There has also been new housing built on the former George Ward school site in the north-west. The West Wilts District Plan (2004) allocated a new eastern urban extension to the town of 750 dwellings, including a new primary school. The new Melksham Oak secondary school and Melksham Football & Rugby Club are located just to the south of that.</p> <p>Recent developments have been located to the east and south of the town and around Berryfield.</p>
Significant environmental factors	<p>The main environmental feature of Melksham is the River Avon which flows through the north and west of the town. There are extensive flood plains associated with the river which provide visual and amenity areas into the town centre and restrict development opportunities. The river corridor is important for biodiversity also.</p> <p>The town is not significantly affected by landscape designations, However, rising land to the east around Sandridge is part of a special landscape area.</p> <p>The A350 has become increasingly congested in recent years with worsening local air quality and a business case is being worked up for a possible future bypass to the town to try to reduce these issues.</p> <p>There is a large town centre conservation area located mainly along and to the west of King St, High St and Bank St with a number of important listed buildings also at The Spa.</p>
Scale of growth and strategic priorities	<p>The scale of growth is on a par with the current Core Strategy housing requirement but with a reduced amount of employment land required. A significant amount of the housing requirement has already been met through developable commitments.</p> <p>Strategic priorities include the need to ensure town centre regeneration, reducing out-commuting through an increased and improved employment offer at the town and reducing high levels of traffic congestion on the A350 through provision of a new</p>

	bypass. Particularly important will be the need to ensure sufficient education and healthcare facilities at the town.
Future growth possibilities for the urban area	<p>There are SHELAA sites available all around the town which will require further assessment of their likely impacts. Some sites have the potential to increase coalescence with surrounding villages. Others have significant areas of flood risk. Other sites are located to the south and west of Bowerhill and Berryfield, some distance from the town centre.</p> <p>There are SHELAA sites outside the broad extent of the urban area, separated by the A350 and/or railway line that would set possible precedents and a significant departure from past patterns of growth.</p> <p>There are several possibilities for future growth at Melksham. Further assessment will be required as to what extent the level of growth can be accommodated within the existing highways network and if some future growth will be dependent on a future bypass to the town.</p>

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abut each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
87 Page 421	Nortree Motors Ltd	Green	Yellow	Green	Red	Yellow	<p>This is a brownfield site with a functioning garage (BP and Nortree Motors Ltd) and a Subway meaning that landscape impacts associated with redevelopment of this site are unlikely to be significant. It is unknown whether this site is available for development, but it could be developable in the long term.</p> <p>Take forward for further assessment as there do not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p> <p>It would be appropriate to combine this site with 3405 to consider one logical extension to the town.</p>	✓
699	Land South of Berryfield Brook and Treatment Works	Green	Green	Green	Red	Yellow	<p>This site is adjacent to the settlement boundary. From a landscape perspective, the site may cause coalescence between Melksham and the village of Berryfield. The site is adjacent to 648 which has planning permission for 150 dwellings. Constraints include its proximity to Sewage Treatment Works and Hampton Business Park.</p> <p>The site should go forward for further assessment as there do not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
715	Woodrow House Farm	Yellow	Green	Yellow	Yellow	Green	<p>This site is adjacent to the settlement boundary and to sites 1027 and 3479. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							It would be appropriate to combine this site with 1027, 3478 and 3479 to consider one logical extension to the town.	
728	Land to North of Berryfield (Area 3)						This site is adjacent to the settlement boundary. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Berryfield. However, there do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment. It would be appropriate to combine this site with 3105a, 3105b, 3105c, 3105d and 3645 to consider one logical extension to the town.	✓
1000	Land to rear of Lowbourne Infants School						This site is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage, although constraints include an area of flood zone 2 and 3 along the western boundary. Take forward for further assessment.	✓
1001	Land rear of Woodrow						This site is adjacent to 3107 which is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment. It would be appropriate to combine this site with 3107 to consider one logical extension to the town.	✓
1002	Land rear of 588, 592 & 594 Semington Road						This site is adjacent to 1003 which is adjacent to the settlement boundary. The site partly covers the alignment of the Melksham Link under Wiltshire Core Strategy (WCS) Core Policy 16 and land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment. It would be appropriate to combine this site with 1003 and 1019 to consider one logical extension to the town.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
1003	Land to South of Berryfield (Area 1) Outmarsh Farm						This site is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage, although a particular concern is the possible coalescence with the Small Village of Berryfield which has its own character and is separate from Melksham. The site partly covers the alignment of the Melksham Link under WCS Core Policy 16 and land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal. It would be appropriate to combine this site with 1002 and 1019 to consider one logical extension to the town. The site should go forward for further assessment.	✓
1004	Land South of Hampton Park						This site is adjacent to the settlement boundary at Hampton Business Park. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Semington. The northern part of the site is now the home of Wiltshire Air Ambulance which separates the rest of the site from the urban area and which may have noise concerns for residential or other sensitive uses so more likely to be suitable for a compatible employment use. The site is also adjacent to the A350. There do not appear to be any likely significant impacts, however, that justify rejecting the site at this stage. The site should go forward for further assessment.	✓
1005	Land South of the Sports Ground						This site is adjacent to the settlement boundary. Potential constraints to developing this site include the proximity of the A350 and businesses at Bowerhill Industrial Estate. Given the business/industrial context, this site would be better suited to an employment use rather than residential. There do not appear to be any likely significant impacts, however, that would justify rejecting the site at this stage. The site should go forward for further assessment.	✓
1006	Land South of Falcon Way, Bowerhill						This site is adjacent to the settlement boundary. This site is close to the A350 and businesses at Bowerhill Industrial Estate but also the residential area at Bowerhill which may be accessible via Brabazon Way. Potential constraints to development include the proximity of the Kennet & Avon canal to the south. There do not appear to be any likely significant impacts, however, that would justify rejecting the site at this stage. The site should go forward for further assessment.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
1019	Land to South of Berryfield (Area 7) Outmarsh Farm						This site is adjacent to 1003 which is adjacent to the settlement boundary. From a landscape perspective, the site may contribute to coalescence between Bowerhill and the village of Semington. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment. However, the site partly covers the alignment of the Melksham Link under WCS Core Policy 16 and land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal. It would be appropriate to combine this site with 1002 and 1003 to consider one logical extension to the town.	✓
1025	Land South of Western Way						Site is adjacent to the settlement boundary. It is adjacent to a new housing development to the east and Bowerhill Industrial Estate to the south. From a landscape perspective development of this site could cause the coalescence of Bowerhill Industrial Estate with Melksham, however the site is large enough that some degree of separation could be maintained. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment.	✓
1027	Land rear of Savernake Avenue						Site is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site should go forward for further assessment. It would be appropriate to combine this site with 715, 3478 and 3479 to consider one logical extension to the town.	✓
1034	Land adjacent to Woolmore Manor						Site is adjacent to the settlement boundary. There are concerns about the impact of developing this site on the Grade II* listed Woolmore Manor but the site can proceed to Stage 3 Sustainability Appraisal where more detailed comments on possible impacts will be sought. It would be appropriate to combine this site with 3219 to consider one logical extension to the town.	✓
3105a	Land to North of Berryfield (Area 2)						This site is adjacent to site 728 which is adjacent to the settlement boundary. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Berryfield. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. Land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal. It would be appropriate to combine this site with 728, 3105b, 3105c, 3645 and 3105d to consider one logical extension to the town.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3105b	Land to North of Berryfield (Area 4)	Green	Green	Green	Red	Yellow	<p>This site is adjacent to site 3105a which is adjacent to new housing development underway on site 648 to the east.</p> <p>There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. However, the site is adjacent to the Small Village of Berryfield and development of the site would be more an extension to the village which has few services and facilities, rather than to Melksham.</p> <p>It would be appropriate to combine this site with 728, 3105a, 3105c, 3645 and 3105d to consider one logical extension to the town.</p>	✓
3105c Page 425	Land to North of Berryfield (Area 5)	Green	Green	Green	Red	Yellow	<p>This site is adjacent to site 728 which is adjacent to the settlement boundary. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Berryfield. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site partly covers the alignment of the Melksham Link under WCS Core Policy 16. Land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal.</p> <p>It would be appropriate to combine this site with 728, 3105a, 3105b, 3645 and 3105d to consider one logical extension to the town.</p>	✓
3105d	Land to North of Berryfield (Area 6)	Yellow	Green	Green	Red	Yellow	<p>This site is adjacent to site 3645 which is adjacent to the settlement boundary. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Berryfield. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site partly covers the alignment of the Melksham Link under WCS Core Policy 16. Land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal.</p> <p>It would be appropriate to combine this site with 728, 3105a, 3105b, 3645 and 3105c to consider one logical extension to the town.</p>	✓
3107	North West of Woodrow Road	Yellow	Yellow	Green	Green	Yellow	<p>This site is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p> <p>It would be appropriate to combine this site with 1001 to consider one logical extension to the town.</p>	✓
3123	Tan House Farm,	Yellow	Green	Green	Red	Green	<p>This site is adjacent to site 3525 which is adjacent to the settlement boundary. There is a section of Flood Zone 2 and 3 in the centre of the site and to the north. This site adjoins Melksham football and</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
	Redstocks, Seend, Melksham						rugby club to the west which forms an undeveloped area made up of playing pitches extending out into the countryside. In landscape terms, this site is remote from the urban edge of Melksham, development may contribute to coalescence with the hamlet of Redstocks and could only be developed alongside site 3525. Take site forward for further assessment alongside 3525.	
3219	Woolmore Manor Field						Site is adjacent to 1034 which is adjacent to the settlement boundary. There are concerns about the impact of developing this site on the Grade II* Woolmore Manor but the site can proceed to Stage 3 Sustainability Appraisal where more detailed comments on possible impacts will be sought. It would be appropriate to combine this site with 1034 to consider one logical extension to the town.	✓
243	Land north of Dunch Lane						Site is adjacent to the settlement boundary. From a landscape perspective the site's location would mean possible coalescence of Melksham with the village of Beanacre. However, the site may be large enough to retain some separation. From a heritage perspective there are potentially harmful impacts on the settings of Beanacre Manor and Beechfield House and mitigation may be difficult. The site should go forward for further assessment.	✓
3249	398a The Spa						Site is adjacent to the settlement boundary. Developing this site would have potential impacts on Grade II listed dwellings at The Spa. These are high status dwellings constructed as speculative 'spa' development to rival Bath and the rural setting was important as part of selling point for development. Mitigation would be very difficult. However, at this stage, the site can proceed to Stage 3 Sustainability Appraisal where more detailed comments on possible impacts will be sought.	✓
3310	Land west of Shurnhold Road						Site is adjacent to the settlement boundary. Developing this site would have potential heritage and landscape impacts. The site has open views from Shurnhold Road and mitigation may be required to the west to reduce the impact of urban encroachment into the rural setting. Possible harmful impacts on settings of listed buildings. However, at this stage, the site can proceed to Stage 3 Sustainability Appraisal where more detailed comments on possible impacts will be sought. It would be appropriate to combine this site with 3352 to consider one logical extension to the town.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3331	Land South of Bath Road (A365) West of Carnation Lane	Green	Green	Yellow	Red	Yellow	<p>Site is adjacent to site 3345 which is adjacent to the settlement boundary. From a landscape perspective the site would be an urban encroachment into the rural setting between Bowerhill and Seend / Seend Cleeve which could prove difficult to mitigate. It could only come forward with site 3345.</p> <p>There are no overriding significant impacts that would justify rejecting the site at this stage. The site should be taken forward for further assessment.</p> <p>It would be appropriate to combine this site with 3345 to consider one logical extension to the town.</p>	✓
3345	Old Loves Farm, Bowerhill Lne, Melksham, SN12 6RB	Green	Green	Yellow	Yellow	Yellow	<p>Site is adjacent to the settlement boundary at Bowerhill.</p> <p>At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment.</p> <p>It would be appropriate to combine this site with 3331 to consider one logical extension to the town.</p>	✓
3352	Roundponds Farm	Green	Yellow	Yellow	Green	Yellow	<p>Site is adjacent to the settlement boundary. Developing this site would have potential heritage and landscape impacts. There are also areas of flood zone 2 and 3 to the east, south and west. The site is in close proximity to Sewage Treatment Works and is separated from the rest of the urban area by the railway line.</p> <p>However, at this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment.</p> <p>It would be appropriate to combine this site with 3310 to consider one logical extension to the town.</p>	✓
3405	Land at Halfway Farm	Yellow	Yellow	Yellow	Red	Yellow	<p>Site is adjacent to the settlement boundary. Developing this site would have potential heritage and landscape impacts. There are also areas of flood zone 2 and 3 to the east. However, the site is large and development may be able to mitigate such impacts.</p> <p>At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment.</p> <p>It would be appropriate to combine this site with 187 to consider one logical extension to the town.</p>	✓
3455	Land at Lonsdale Farm	Green	Yellow	Green	Red	Yellow	<p>Site is adjacent to the settlement boundary. This is a small site that is adjacent to the A350 in the north and east and to a new housing development at 648 to the south. From a landscape perspective, the site may contribute to coalescence between Melksham and the village of Berryfield.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment.	
3478	Land North of A3102						Site is adjacent to the settlement boundary. At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment. It would be appropriate to combine this site with 3479, 1027 and 715 to consider one logical extension to the town.	✓
3479	Land north-west of 242/243 New Road						Site is adjacent to the settlement boundary. At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment. It would be appropriate to combine this site with 3478, 1027 and 715 to consider one logical extension to the town.	✓
3525	Land at Snarltan Lane						Site is adjacent to the settlement boundary. The site is adjacent to Melksham football and rugby club to the south. There is an area of flood zone 2 and 3 associated with Clackers Brook running through the centre of the site. At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment. It would be appropriate to combine this site with 3552, 3686 and 3123 to consider one logical extension to the town.	✓
3552	Land at Blackmore Farm						Site is adjacent to the settlement boundary. From a landscape perspective this is a very large site that is exposed to views across from Sandridge Hill along with wider rural views to the east. However, being a large site, there is potentially scope for mitigation. At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment. It would be appropriate to combine this site with 3686, 3525 and 3123 to consider one logical extension to the town.	✓
3603	Land south of Bowerhill, Melksham						Site is adjacent to site 1006 which is adjacent to the settlement boundary. Possible constraints include the sites' separation from the urban area and proximity to the Kennet & Avon canal. The site should only come forward with 1006.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							At this stage, there are no overriding significant impacts that would justify rejecting the site. The site should be taken forward for further assessment.	
3645	Land west of Western Way, Melksham						This site is adjacent to the settlement boundary. There do not appear to be any overriding significant impacts that justify rejecting the site at this stage. However, flood zones 2 and 3 cover a large proportion of the site in the north and west which would rule out development in that area. And land would need to be safeguarded to allow for the restoration of the Wilts & Berks canal. It would be appropriate to combine this site with 728, 3105a, 3105b, 3105c and 3105d to consider one logical extension to the town.	✓
Page 429	Land at Blackmore Farm						This site is not adjacent to existing residential development to the west and is the opposite side of the road to site 3552. The site is open to views from Sandridge Common, New Road, and Sandridge Hill to the east. It would prove difficult to mitigate development from views across from Sandridge Hill and the site risks being seen as urban infill development towards Manor Farm and the rural setting of Sandridge House. At this stage, there are considered to be overriding significant impacts that would justify rejecting the site. The site should not be taken forward.	✗

The following sites have been combined:

Site refs	Reason
3552, 3525, 3686 and 3123	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical eastern extension to the town.</p> <p>This site would be contained by the A3102 to the north, the bridleway and solar farm to the east and Melksham Football & Rugby Club to the south.</p>
3219 and 1034	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site could have access from Bath Rd and is adjacent to residential development to the north, south and west.</p>
3345 and 3331	<p>These sites abut each other to the east of Bowerhill and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site could have access from Bath Rd and is contained by Bath Rd in the north, Bowerhill Lane to the west and south, Carnation Lane to the east and field boundaries to the south.</p>
1005, 1006 and 3603	<p>These sites abut each other to the south of Bowerhill and the industrial estate and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site could have access from the A350 and is contained by Bowerhill and the industrial estate, Bridleway SEEN13 to the east, The canal to the south and A350 to the west.</p>
1002, 1003 and 1019	<p>These sites abut each other to the west of Semington Rd and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>This site could have access onto Semington Rd and is contained by that road to the east, Berryfield to the north and the canal to the south. Open countryside is to the west of this site.</p>
699 and 827600	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p> <p>827600 would provide access onto Semington Rd. The site is contained by Sewage Treatment Works and new housing development to the north, A350 to the east, Hampton Park to the south and residential development along Semington Rd to the west.</p>
3105a, 3105b, 3105c, 3105d, 728 and 3645	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a large, logical unit for further assessment.</p> <p>This site could have access onto the A350 or Semington Rd. The site is contained by the River Avon in the north, A350 and Semington Rd to the east and Berryfield to the south. Field boundaries mark the edge of this site to the west beyond which is the river and open countryside.</p>
3352 and 3310	<p>These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment.</p>

	This site could have access onto Bath Rd. The site is contained by Bath Rd to the north and the railway line to the east, but to the south and west there is open countryside.
3405 and 187	These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit for further assessment. This site could have access onto the A350 to the west and is adjacent to residential development in the south. The River Avon forms the eastern boundary. 187 has a functioning garage (BP and Nortree Motors Ltd) and a Subway and it is not known if it is available at this time.
3107 and 1001	These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit to the north of Melksham for further assessment. This site could have access from Woodrow Rd and is adjacent to residential development along Woodrow Rd and Meadow Rd to the south. To the north and west is open countryside. The old route of the canal marks the western boundary.
715, 1027, 3479 and 3478	These sites abut each other and have no strong physical barriers separating them. The sites combined would form a logical unit to the east of Melksham for further assessment. This site could have access from the A3102 and/or Woodrow Rd and is contained by Woodrow Rd to the north and residential development to the south and west. To the east lies open countryside.

DRAFT

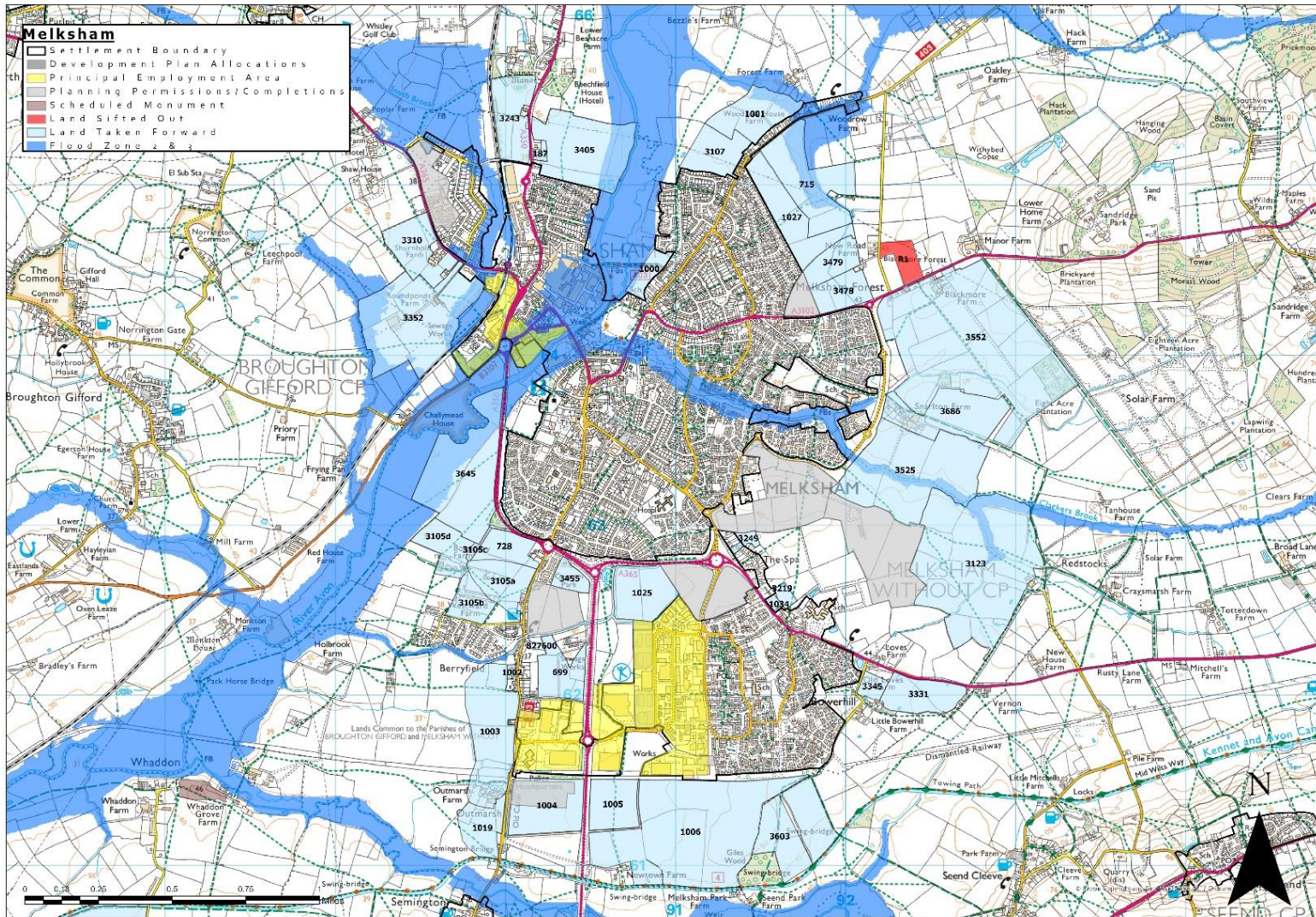


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

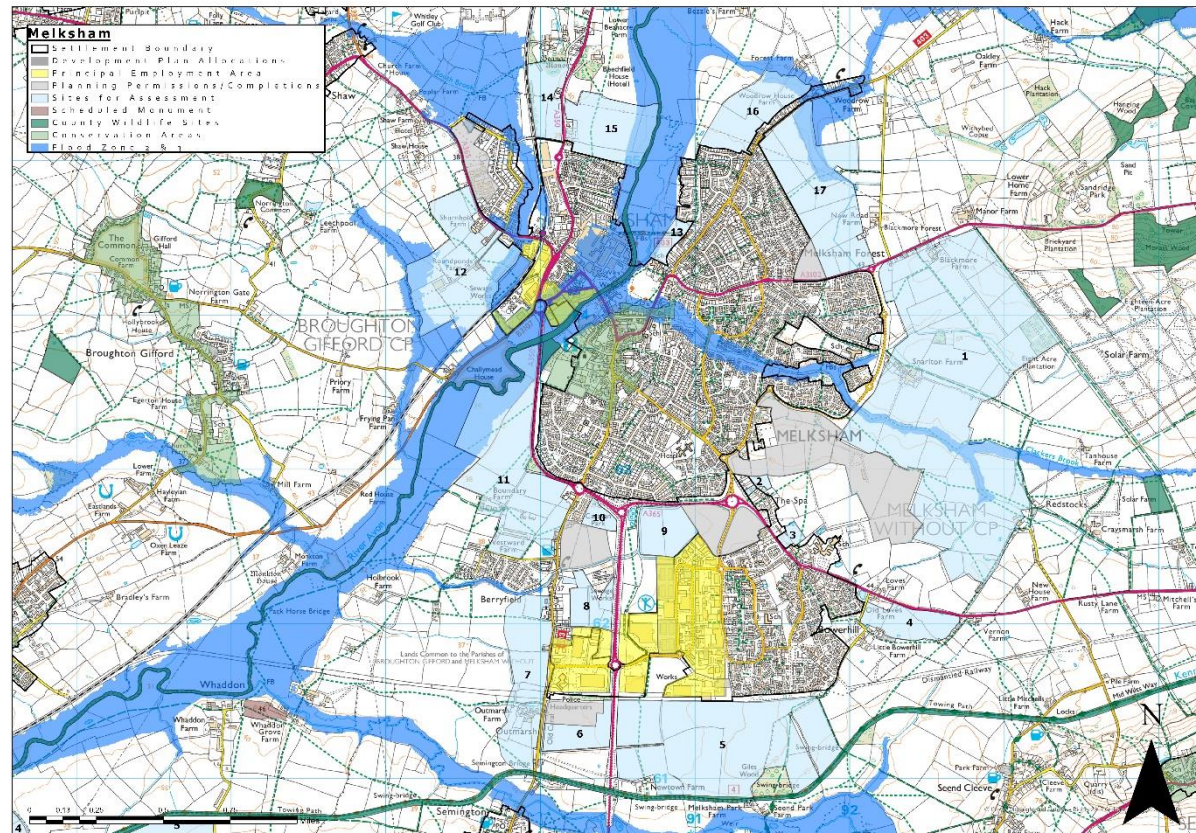


Figure 4 Map showing pool of potential development sites

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Wiltshire Local Plan Review

Planning for Royal Wootton Bassett

Introduction

1. What will Royal Wootton Bassett be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

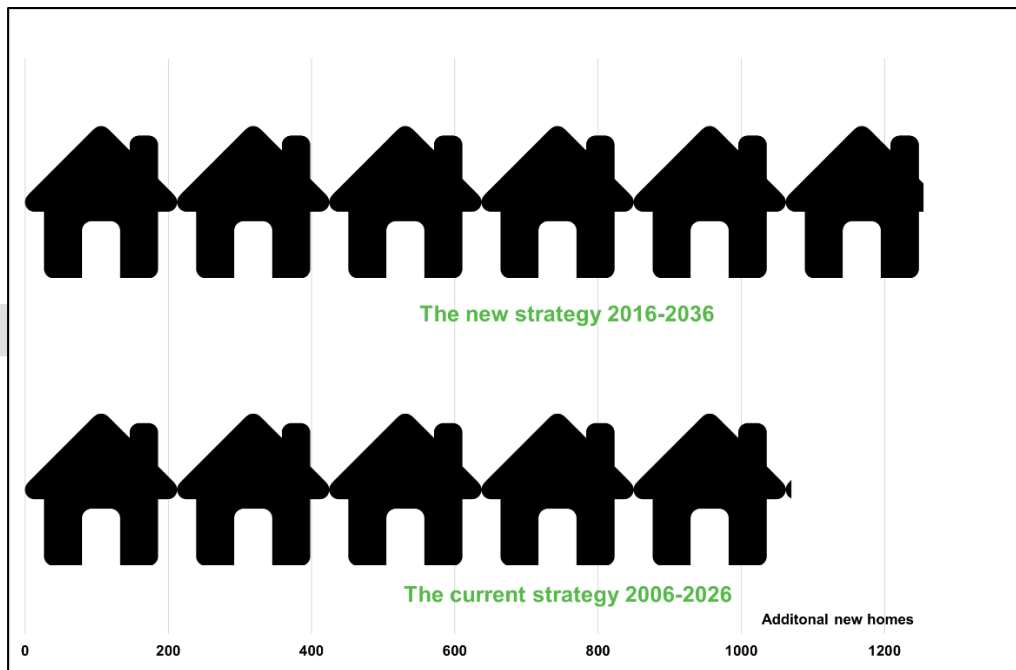
How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and businesses. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

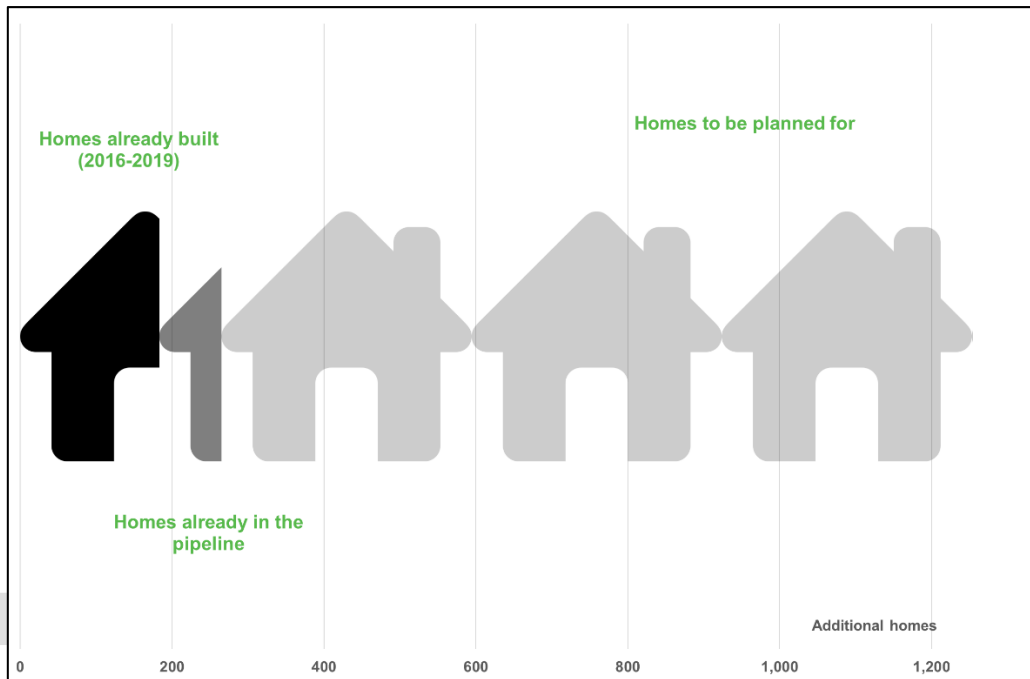
7. Assessments estimate levels of new homes within housing market areas, as these reflect where the majority of the population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Royal Wootton Bassett is in the Swindon Housing Market Area.

8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change marginally from what is currently planned.
9. The current strategy 2006-26, the Wiltshire Core Strategy, identified a requirement for 1,070 dwellings at Royal Wootton Bassett. The new strategy proposes a requirement for **1,255 homes** for the plan period 2016-36



10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.
11. When the number of homes built and in the pipeline in deducted it leaves a further 990 homes to be accommodated up until 2036.

¹ In Royal Wootton Bassett 183 dwellings have been built between 2016-2019 and at 1 April 2019, 82 dwellings are already in the pipeline (i.e. they have planning permission or resolution to grant planning permission).



12. Both the Local Plan and a neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
13. Royal Wootton Bassett Town Council would support higher level of growth than what is proposed, provided this enables delivery of capacity improvements to transport, education and health infrastructure, ideally by way of a strategic development. However, amongst other issues, fundamental concerns remain regarding the capacity of M4 Junction 16. Due to the complexities linked with higher growth such strategic development would have to be steered by the Local Plan.
14. The current Royal Wootton Bassett Neighbourhood Plan is going to be reviewed. Wiltshire Council will seek to align the Local Plan with the Neighbourhood Plan vision. The neighbourhood plan could complement the Local Plan by proposing additional sites that meet a particular housing need, for self-build housing or for other uses, or that positively plan for brownfield sites.
15. Needs for development land should be met as far as possible on brownfield sites to help minimise the loss of greenfield land. The Council suggests that a target of 70 homes could be built on brownfield sites at Royal Wootton Bassett over the next 10 years².
16. The Local Plan ensures that the proposed scale of growth will be accommodated; where necessary to ensure supply of deliverable land to meet strategic housing

² Further detail can be found in the Emerging Spatial Strategy paper.

needs and to help deliver large or complex sites. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.

17. Meeting a brownfield target, for example as part of reviewing the neighbourhood plan, will reduce the need for greenfield sites in future reviews of the Local Plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.
18. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

19. The Council has assessed what additional land is needed for businesses in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
20. On current evidence, an additional 6 hectares of employment land is needed at Royal Wootton Bassett. Employment land supply has been reviewed and there is insufficient supply available and capable of meeting the needs.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

21. The Local Plan will contain a set of place-shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Royal Wootton Bassett that will guide development and the direction of growth.
22. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed

³Further detail can be found in the Emerging Spatial Strategy paper.

- Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
23. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits.
24. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Royal Wootton Bassett:

- Protecting the distinct character and identity of the town, recognising its proximity to Swindon.
- Maintaining capacity at M4 Junction 16 throughout the Plan period
- Maximising the use and availability of sustainable modes of transport along with managing levels of congestion on strategic routes and in the town centre
- Safeguarding land for a Swindon parkway station
- Provision of additional employment to improve self-containment
- Infrastructure improvements to promote and encourage non-car travel
- Increased primary education, GP and cemetery capacity
- Safeguarding the historic alignment of the Wilts and Berks Canal and taking forward canal restoration
- Conserving and enhancing environmental assets around Royal Wootton Bassett
- Maintaining the town's elevated historical setting and central conservation area

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these strategic priorities be achieved?

Potential Development Sites

Where should development take place?

25. Land around much of Royal Wootton Bassett is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focussing its own assessment of a smaller pool potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Royal Wootton Bassett, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.

26. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and, in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
27. However, given the overall scale of growth decision will need to be made where and how the built-up area may need to extend – greenfield sites. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence.
28. This pool of sites can be used to allocate sites in either the Local Plan or the neighbourhood plan. One or more sites in whole or part will be selected and the rest of the pool of potential development site will remain as they are – i.e. potentially available for consideration in any subsequent review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
29. In Royal Wootton Bassett additional land is required to meet strategic housing and employment requirements. The review of the neighbourhood plan, however, can also consider whether further land is needed for development to meet the community's needs.
30. The Royal Wootton Bassett Neighbourhood Plan can select sites for development for new homes, businesses, and other uses to meet local needs. Prioritising brownfield land, work would focus first on identifying opportunities using previously development land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important social, economic, or environmental factors you think we have missed that need to be considered, generally or in respect of individual sites?

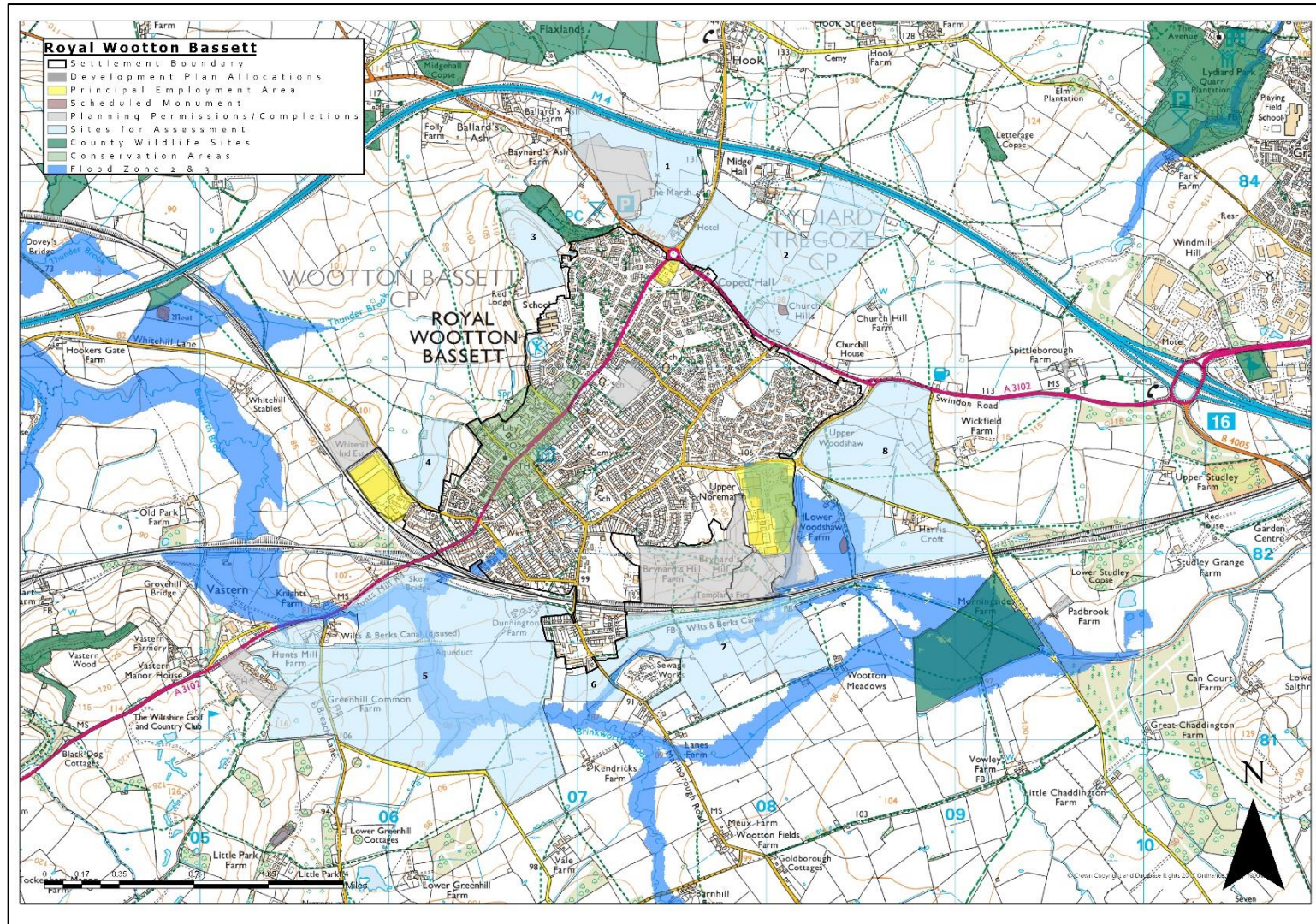


Figure 1 Map showing potential development sites for assessment

Eight potential sites have been identified in Royal Wootton Bassett for further assessment of their development potential. Key considerations for these potential site options are provided below.

Considerations relevant to all sites:

- Royal Wootton Bassett settlement area is within 12km of North Meadow and of Clattinger Farm Special Area of Conservation which is under recreational pressure
- Sites should be connected to the town centre by methods other than private transport to help minimise congestion.
- Contributions would be required to expand primary education and GP capacity.

Site 1: Land at Marsh Farm (SHELAA reference 499)

- There is a risk of coalescence with Ballard's Ash
- The site abuts with the M4 motorway and as such noise would be a major design consideration in terms of achieving acceptable amenity for dwellings.
- Mitigation including a strong landscape buffer along the north of the site will be needed
- Contribution of site to the setting of Grade II Building "The Marsh" requires assessment

Site 2: Land at Midge Farm (SHELAA reference 3366)

- There is a risk of coalescence with Swindon and Midge Hall
- Development in the north and east of the site should be limited for landscape reasons
- The site includes the Grade II farmstead and would lead to the loss of its agricultural setting.
- The site is close to a congested corridor
- The site partially abuts the M4 motorway and the B3102. As such noise would be a major design consideration in terms of achieving acceptable amenity for dwellings.

Site 3: Land at Maple Drive (SHELAA references 477 and 3160)

- There is potential for impact on the Jubilee Lake & Wood County Wildlife Site and Local Nature Reserve
- There is more limited capacity in the north of the site due to the presence of woodland
- There are potential views to the north and west, and any design would need to consider Jubilee Lake and the wooden escarpment.

Site 4: Land at Whitehill Lane (SHELAA reference 3161)

- The northern half of this site is shown as a town park in the made Neighbourhood Plan at Policy 3
- Development should be limited in the north of the site, where it would create a conspicuous, new urban edge.

Site 5: Land south of Wootton Bassett (SHELAA site 3156)

- Consideration could be given to how this site relates to the wider aspiration to develop a parkway station for Swindon.
- The site is highly prominent with key views across to the skyline of Royal Wootton Bassett and surrounding countryside. There is risk of coalescence with Vastern, the Wiltshire Crescent development and surrounding farmsteads
- A significant buffer will be required to protect setting of Grade II Hunts Mill Farm.
- The proposed route of restored Wilts and Berks Canal should be respected in any development
- There is an opportunity to provide buffering to the railway corridor through biodiversity net gain at the northern edge of the site
- The Brinkworth Brook and its flood zone provide a natural boundary to the south
- There is more limited capacity through the south of the site, requiring a strong landscape buffer here to mitigate effects.

Site 6: Land south of Templar's Way (SHELAA reference 498)

- There is a risk of flooding on a small part of the site
- The proposed route of restored Wilts and Berks Canal should be respected in any development
- The potential for significant adverse historic landscape effects is high and will require further surveys
- This land may be more suitable for employment to protect and extend the Templar's Way employment site to the north
- Odour from the sewage plant could lead to amenity impacts

Site 7: Land south of Wootton Bassett A and B (SHELAA references 462 and 463)

- Most of the land is taken up with the old canal green infrastructure corridor to the north and east. There is an opportunity to provide buffering to the railway corridor at the northern edge of the site
- Proposed route of restored Wilts and Berks Canal should be respected in any development
- Development on the southern part should be limited to avoid a new conspicuous urban edge.
- Odour (sewage plant) and noise (rail line) might affect amenity

Site 8: Land at Woodshaw (SHELAA reference 3357)

- The site has views over the countryside to the north and distant views to the North Wessex Downs AONB to the south.
- There is a risk of coalescence between the settlements of Royal Wootton Bassett and Swindon.
- The site has more limited capacity to the south due to key landscape features
- There is an opportunity to provide buffering to the railway corridor at the southern edge of the site
- The southern part of site likely to be problematic in heritage terms due to the presence of Grade 2 Lower Woodshaw Farmhouse.
- The site may be able to provide employment land due to its proximity to the strategic road network.

Settlement profiles

31. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>The overall level of housing would generate a maximum of 133 early years pupils, 318 primary pupils and 226 secondary pupils.</p> <p>Existing provision of early years education is at capacity.</p> <p>There is some surplus in existing primary schools across the Town and the potential to expand one school by 60 places. However, to accommodate the above number of pupils a new 1 Form Entry school is needed. This size of school is not ideal however and a larger school would be preferred based on higher housing growth to make it more viable.</p> <p>The secondary school is operating at capacity but benefits from a large site and could be expanded to supply a further 365 places. This would create a very large school, however and require further discussion with the academy.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Royal Wootton Bassett are currently unconstrained.</p> <p>However, the infrastructure is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure (GBI)	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on</p>

Topic	Comment
	<p>the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Royal Wootton Bassett there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • There are an abundance of grass pitches and ATP at Royal Wootton Bassett. Additional development may create the need for another 3G ATP. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Cricklade Leisure Centre is in the process being improved as part of the Community Campus and Hub programme. Construction is due to complete at the end of the year, with the facility asset transferred to Cricklade Town Council. There are no further planned requirements for Cricklade • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Lime Kiln Leisure Centre in Royal Wootton Bassett will be informed by this work, which will include planned growth and demand.
Health	<p>There are 2 GP surgeries in Royal Wootton Bassett. There are capacity issues. In September 2016 the Area had the fourth largest gap in provision (-409m²), predicted to rise to -533m² by 2026. Improvement grant funds have been approved for an internal redevelopment of New Court Surgery which will help capacity issues.</p>
Housing needs	<p>The older population is expected to increase by 28% in the 60-74 age group and 107% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 4% and the 15-29 age group</p>

Topic	Comment
	<p>to increase by 3%. Finally, the 30-44 age group is expected to increase by 2% and the 45-59 age group to decrease by 12%.</p> <p>Local Household Incomes</p> <p>The annual average gross income is £42,000 and the net income after housing costs is £28,000.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price is £178,000</p> <p>Annual gross income £42,000</p> <p>Affordability ratio is 4.24</p>
The Local Economy	<p>The town benefits from proximity to M4 Junction 16</p> <p>Levels of unemployment are low</p> <p>Occupancy at Interface Park remains strong</p> <p>There is a very limited supply of employment sites and premises available in Royal Wootton Bassett, particularly affordable sites. Since 2011, no new employment floor space has been completed.</p> <p>Low level of self-containment indicates a pronounced dormitory role.</p> <p>Town centre vacancies are substantially lower than the national average.</p> <p>There is no capacity for additional convenience retail floorspace and very limited capacity for comparison retail floorspace up to 2036.</p>
Sport	<p>At Royal Wootton Bassett there is an identified need for the following, as identified by the Wiltshire Playing Pitch Strategy, and the emerging Leisure Review:</p> <p>There are an abundance of grass pitches and Artificial Turf Pitches (ATP) at Royal Wootton Bassett. Additional development may create the need for another 3G ATP.</p> <p>There will be a need for new / upgraded leisure centre facilities, which will be informed by the forthcoming Leisure Review. It may be necessary to find a site, though currently the leisure centre is located at the school and there is no reason to believe that would not remain the case.</p>
Transport	Key features

Topic	Comment
	<p>Royal Wootton Bassett is close to Junction 16 of the M4 and is well connected with Class A roads to other settlements, including Swindon (A3102), Calne (A3102) and Chippenham (A3102/A4). The town also benefits from strategic bus routes to Calne, Chippenham, Malmesbury and Swindon.</p> <p>Current constraints/local concerns</p> <p>The M4, along with an expanding Swindon, continues to influence patterns of travel in the area generating additional volumes of traffic and congestion in Royal Wotton Bassett.</p> <p>Community has expressed concerns regarding the impacts of HGV traffic on the local road network, especially through the town centre.</p> <p>Away from the strategic bus route network, bus links to surrounding villages are poor.</p> <p>Royal Wotton Bassett has no railway station and is not on the express coach network. The nearest railway station is Swindon.</p> <p>Future development growth would increase pressure on M4 Junction 16.</p> <p>The estimated capital cost of an Royal Wotton Bassett rail station and necessary track improvements is £30m to £50m.</p> <p>Opportunities</p> <p>Future development could provide a bypass of the town thus reducing traffic congestion and impacts on the High Street.</p> <p>The bus route to Swindon and Chippenham has seen good growth in recent years and the operator, Stagecoach, is investing significantly to continue this trend.</p> <p>A rail station could improve sustainable transport choices.</p>

Green and Blue Infrastructure (GBI)

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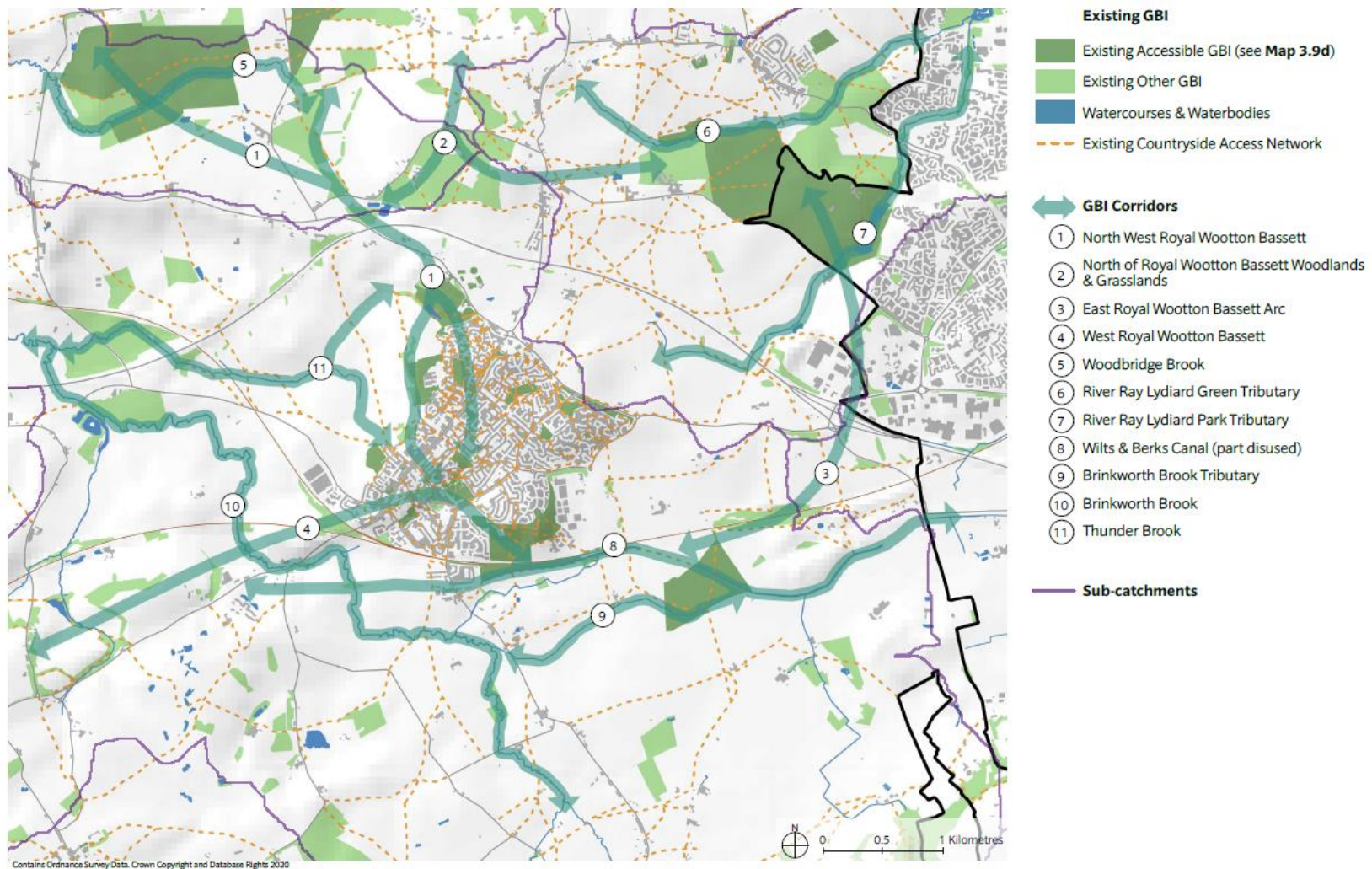


Figure 2 Map showing Royal Wootton Bassett Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

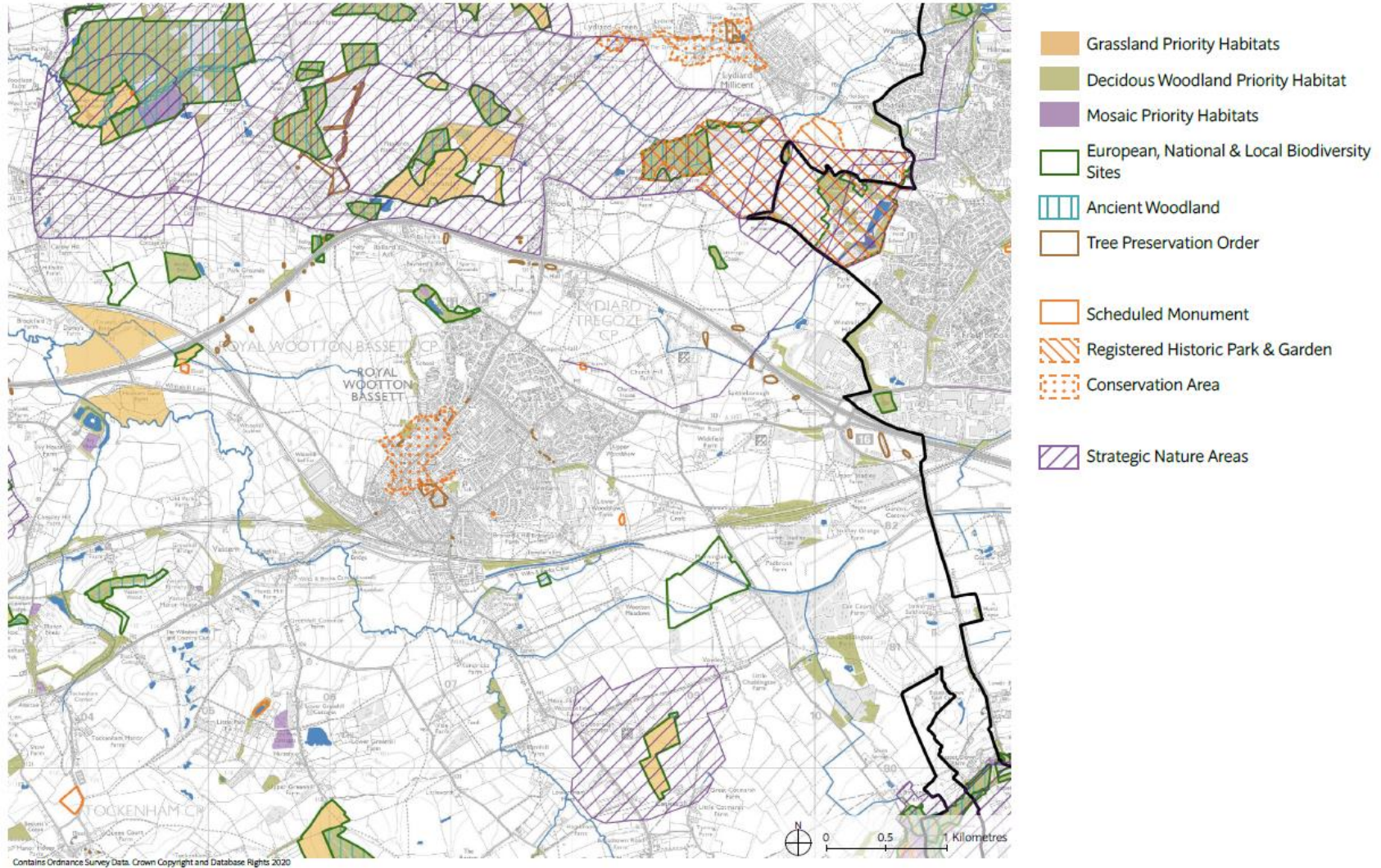


Figure 3 Map showing Royal Wootton Bassett Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage. (These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Royal Wootton Bassett – Pool of Potential Development Sites

Site Selection Report

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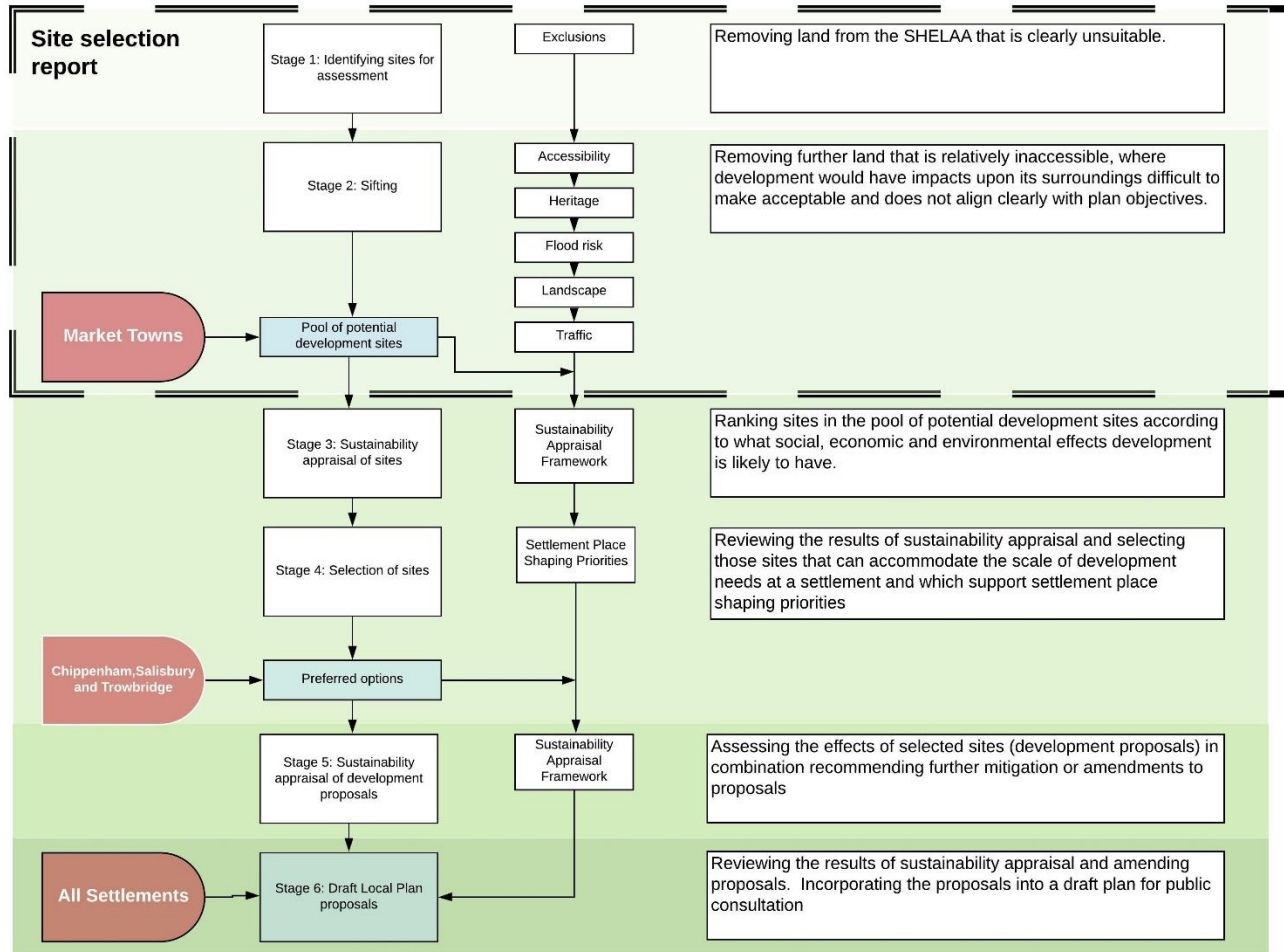
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Royal Wootton Bassett – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Royal Wootton Bassett the requirement emerging is for an additional 1,255 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission, or on land allocated for development in the Wiltshire Core Strategy. Taking account of this amount approximately 1,026 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this this one called 'Emerging Spatial Strategy'.

Summary of the site selection process



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Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place-shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Site Exclusions

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Royal Wootton Bassett and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows sites that have been excluded. Site 751873 has been excluded because it is in flood zone 2 and 3 and site 3515 has been excluded because of its small size.

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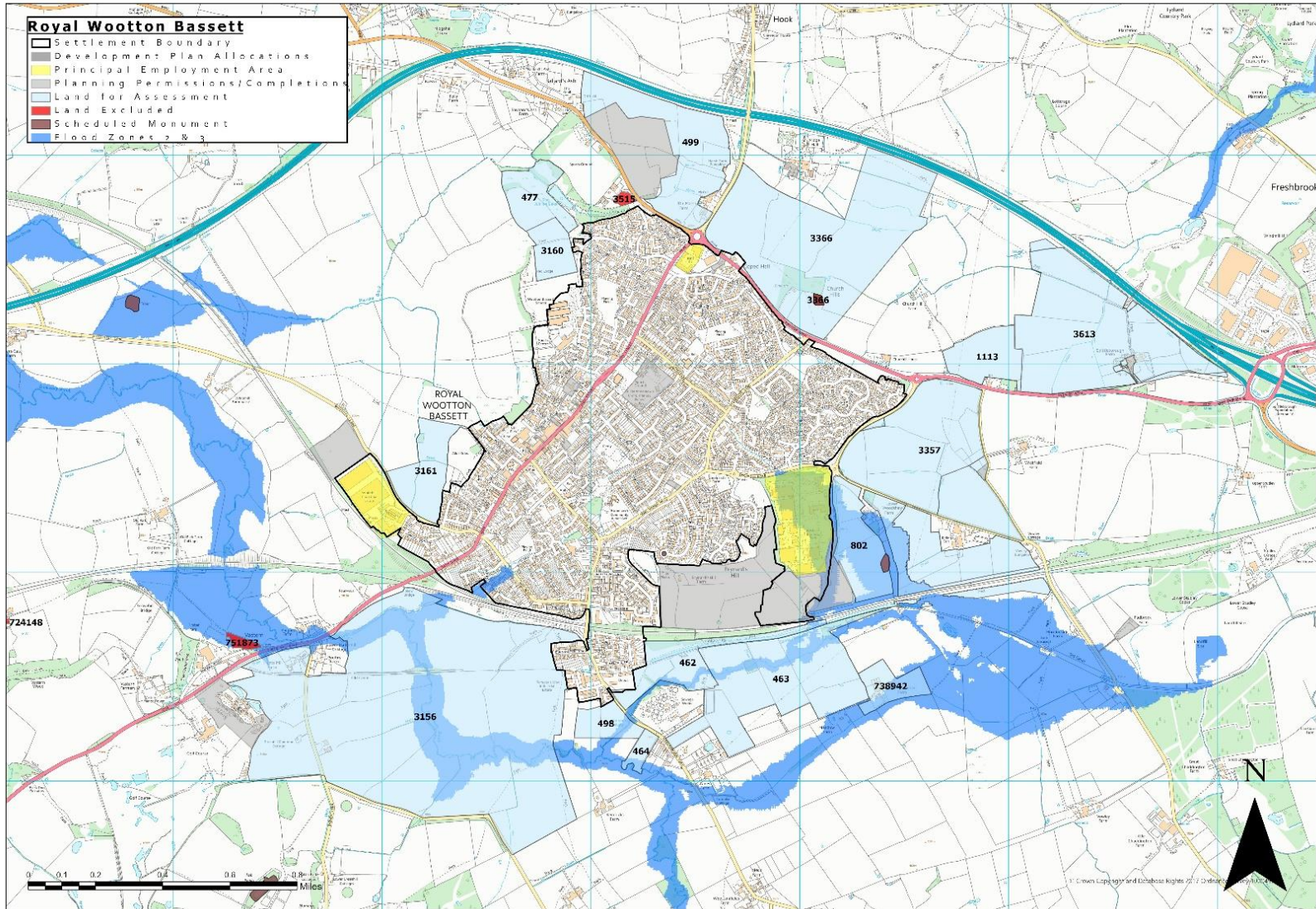


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.

- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.
41. Sometimes these influences will not bear on site selection. In other instances, they may be important.
42. A description of the settlement strategic context for Royal Wootton Bassett is shown in the table below:

Royal Wootton Bassett Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Most recent developments occurred to the south and south-east of the town: Brynard's Hill and Lower Woodshaw, Interface Business Park, and Whitehill Lane Industrial Estate. Developments elsewhere, at St Ivel and Rylands Sports Field, complement these.</p> <p>A proposed housing allocation to the north west on land at Maple Drive was not endorsed through the neighbourhood plan examination but remains a consideration.</p>
Significant environmental factors	<p>The escarpment to the west of the town prevents large scale development due to elevated ground and visual effects of development. To the south, the rail line constitutes a man-made barrier and there are few crossing points into the town.</p> <p>To the south-east, flood plains are an obstacle to development. To the north and east, the open countryside and the M4 separate Royal Wootton Bassett from Swindon. Capacity at Swindon Road and M4 Junction 16 may constrain further development to the north of the town.</p>
Scale of growth and strategic priorities	<p>The indicative scale of growth proposed is 1,026 dwellings and 6 ha of employment land for up to 2036.</p> <p>Strategic priorities seek to maintain the separation with Swindon; maintain capacity at M4 Junction 16; maximise sustainable transport solutions; provide additional employment; maintaining the town's historical setting; increase infrastructure capacity; safeguard and restore the Canal; and to conserve and enhance environmental assets. A Swindon Parkway station is considered to be a long-term strategic priority to provide an alternative to road transport.</p>
Future growth possibilities for the urban area	<p>There are opportunities for future growth, although most sites around the town are constrained by landscape sensitivity.</p> <p>Land to the south of the town is less constrained in transport terms and would continue the past direction of growth. Flood risk may reduce overall site capacities here.</p> <p>Other opportunities for development include the north-west of the town near to Maple Drive and to a limited extent to the east of the town.</p> <p>A neighbourhood plan review is being initiated. The Plan could complement strategic growth through targeted small-scale development that delivers against specified local priorities.</p>

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
 - abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.






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SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
462	Land South of Wootton Bassett - Part A						<p>Much of the site to the north and the thin strip to the east is taken up with the old canal green infrastructure corridor. The site also bounds the railway embankment green infrastructure corridor that is heavily wooded. This leaves a small area of land between the existing council depot and the sewage works available for development.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
463	Land South of Wootton Bassett - Part B						<p>The site is isolated from the existing settlement boundary and the outlying housing along Marlborough Road. Whilst generally well screened and visually unobtrusive there could be views from Brynards Hill (Site 507) onto the site which would be difficult to mitigate, that would create urban encroachment into the countryside and detract from the views to the AONB ridge line beyond. A smaller portion to the west of the site may be able to accommodate some development along Marlborough Road. The proposed route of restored Wilts and Berks Canal should be respected in any development. Development should be limited to avoid a new conspicuous urban edge.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
464	Land South of Wootton Bassett - Part C						<p>While overall there are no direct adverse effects identified, the site is isolated from the settlement boundary and should be excluded, in conjunction with the isolated land parcel 498 to the south of the flood zone (see below).</p>	✗
477	Land West of Maple Drive						<p>The southern part of this site in combination with site 3160 was previously included in the submission version of the RWB NP. The site is within 1,500m of a congested corridor. It scores well in accessibility terms. There is more limited capacity in the north of the site due to the presence of woodland. There are potential views to the north and west, and any design would need to consider surrounding green corridors.</p> <p>At this stage the evidence suggests taking the site forward as parts of the site could be suitable.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
498	Templars Way Industrial Estate	Green	Yellow	Green	Yellow	Green	<p>Parts of the site south of the flood zone may be less suitable as it may become isolated from the remainder of the site. The site scores well in accessibility terms, is not close to a congested corridor. The proposed route of the restored Wilts and Berks Canal should be respected in any development.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage. Employment use would be preferred to housing, to avoid sterilising the existing employment site to the north.</p>	✓
899	Marsh Farm	Green	Green	Yellow	Red	Yellow	<p>The site is highly visible from surrounding roads including the M4. The development risks coalescence with Ballard's Ash, Hook, and Coped Hall. It may be possible to develop a smaller portion of the site to the south if sensitively integrated into the landscape Contribution of site to setting of Grade 2 listed "The Marsh" requires assessment. The site scores well in terms of flood risk and accessibility.</p> <p>Part of the site at the Coped Hall roundabout benefits from planning permission for a care home.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
802	Lower Woodshaw Farm	Green	Green	Yellow	Yellow	Yellow	<p>The Sift 2 assessment considered only the parts of this site which are outside Flood Zone 2.</p> <p>The southern parcel would not be suitable in planning terms as it is separated from the settlement by unsuitable land. The northern part while closer to the settlement would be 'attached' to Interface Business Park but form a small isolated development of approx. 2 ha and is not considered suitable on its own in the interest of good planning.</p> <p>Exclude the site from further consideration due to the limited amount of unconstrained land and isolation from the settlement.</p>	✗
1113	Land North of Swindon Road	Yellow	Green	Green	Red	Yellow	<p>The site is within 500m of a congested corridor. The site is separated from site 3357 and the town by Swindon Road, which forms a clear barrier to connectivity. The site has views over the</p>	✗

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>countryside to the north and broken distant views to the North Wessex Downs AONB to the south. There is a risk of coalescence between the settlements of Royal Wootton Bassett and Swindon.</p> <p>The site should therefore be excluded from further consideration on landscape grounds.</p>	
3156 Page 465	Land South of Wootton Bassett						<p>The site is highly prominent with key views across to the skyline of Royal Wootton Bassett and surrounding countryside. If the site were developed it would risk coalescence with the small hamlet of Vastern and the surrounding farmsteads. There is also the risk of coalescence with the Wiltshire Crescent development on the nearby Golf course, in a rural setting. The Brinkworth Brook Green Infrastructure corridor provides a logical landscape boundary feature in the area south of Wootton Bassett. There should be no development south of the Brinkworth Brook for landscape reasons. There are opportunities to sensitively design wetland areas to accommodate SUDS and areas prone to flooding adjacent to the Brinkworth Brook, while creating new habitat and amenity features. A smaller portion of the site north of the Brinkworth Brook may be able to accommodate some development.</p> <p>Route of historic Wilts and Berks Canal should be respected in any development. The site would remove the agricultural setting of Grade 2 Hunt Mill Farm.</p> <p>This is a large site and constraints identified do not apply to the whole site. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3160	Land West of Maple Drive						<p>This site in combination with the southern half of 477 was previously included in the submission version of the RWB NP. The site is within 1,500m of a congested corridor. It scores well in accessibility terms. The site is well located in landscape terms for additional housing.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3161	Land at Whitehill Lane						<p>About 50 per cent of the site (the northern half) is shown as a town park supported in RWB NP Policy 3. It scores well in accessibility terms. While in a highly prominent location, and open to</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>views, this site does offer the opportunity to create a gateway development into the urban settlement.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3357 Page 466	Land at Woodshaw						<p>The site has views over the countryside to the north and distant views to the North Wessex Downs AONB to the south. There is a risk of coalescence between the settlements of Royal Wootton Bassett and Swindon. The site is between 500 and 1,000m of a congested corridor. A smaller portion of the site to the north east of the site may be able to accommodate some development if sensitively integrated into the landscape.</p> <p>This smaller portion of the site may be suitable for employment development due to the proximity to the strategic road network. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3366	Land adjoining Midge Hall Farm						<p>The site is highly visible from surrounding roads including the M4. The development risks coalescence with Hook and Coped Hall. Development would contribute to coalescence with Swindon. The site wraps round the Grade 2 farmstead and would lead to the loss of its agricultural setting.</p> <p>A large proportion of the site is within 500m of a congested corridor. It may be possible to develop a smaller portion of the site to the west adjacent to the A3102 if sensitively integrated into the landscape.</p> <p>This smaller portion of the site may be considered suitable for employment development due to the proximity to the strategic road network.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3613	Spittleborough Farm / W of M4 J16						<p>The site is close to a congested corridor (500m). The site is clearly separated from the town. The site has views over the countryside to the north and is relatively well screened to the south. There is a risk of coalescence between Swindon and Royal Wootton Bassett.</p> <p>Exclude site from further consideration on landscape grounds.</p>	X

The following sites have been combined:

Ref	Reason
477 3160	Both sites abut one another to the north-west of the town.
462 463	These sites abut one another and are located south of the railway.

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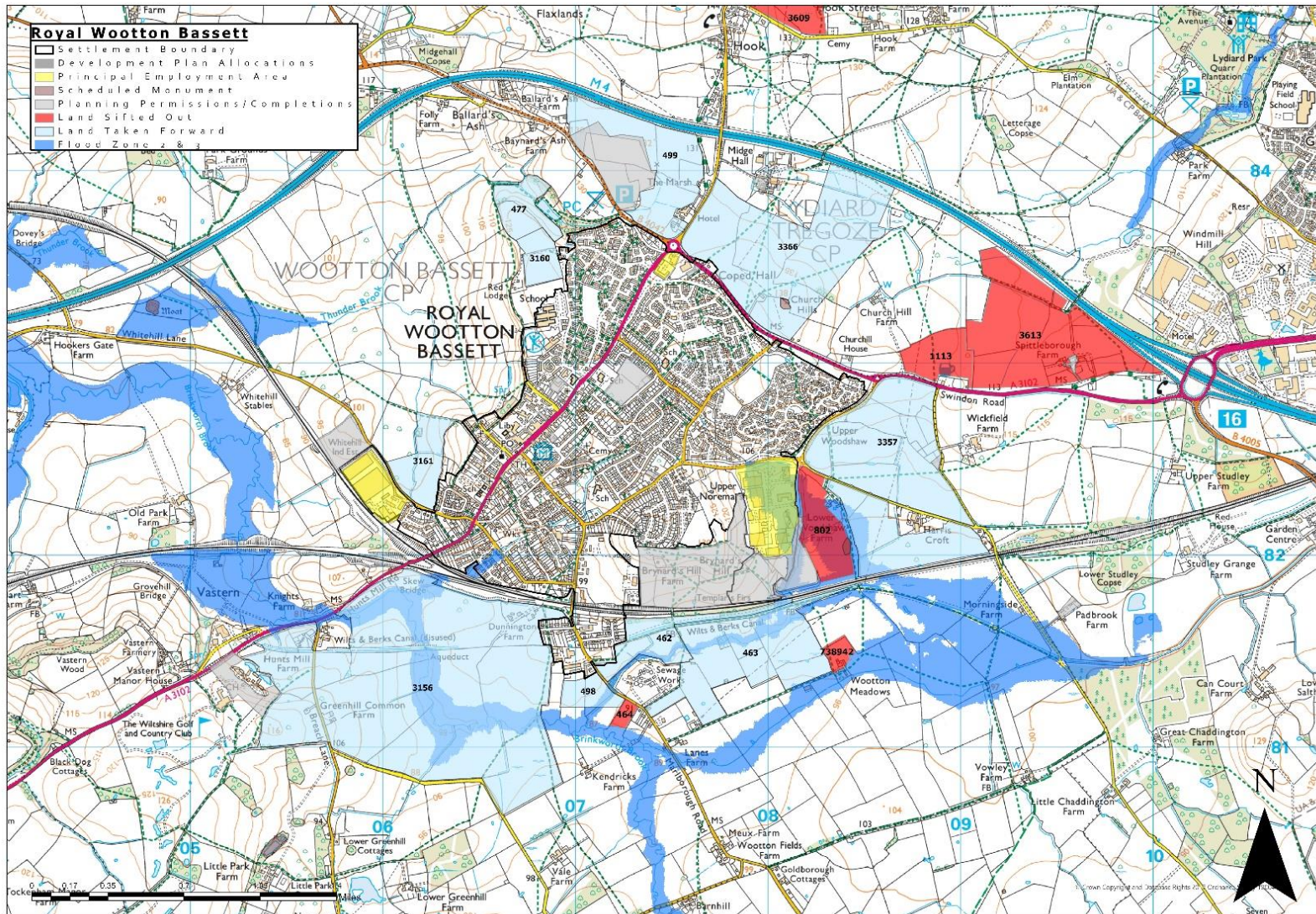


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

46. The following sites show the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

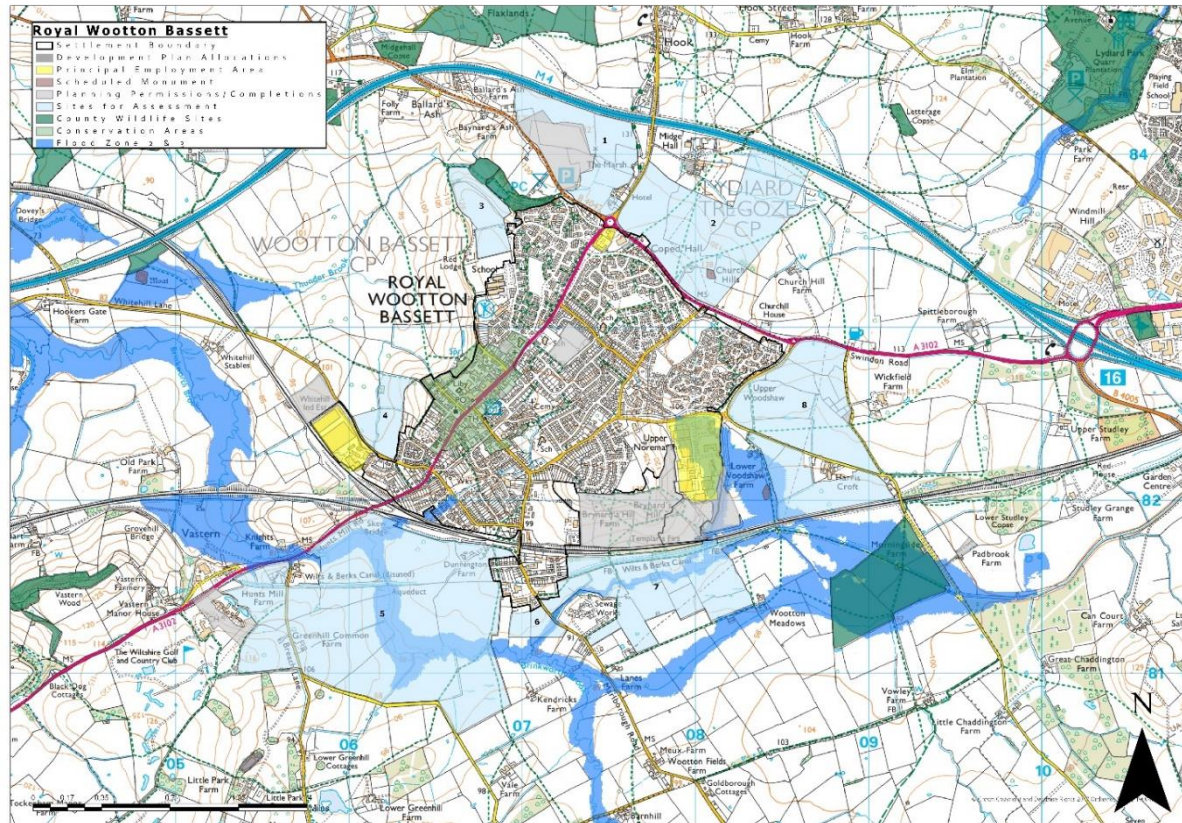


Figure 4 Map showing pool of potential development sites

Wiltshire Local Plan Review

Planning for Tidworth and Ludgershall

Introduction

1. What will Tidworth and Ludgershall be like in the future?
 - How much should the towns grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

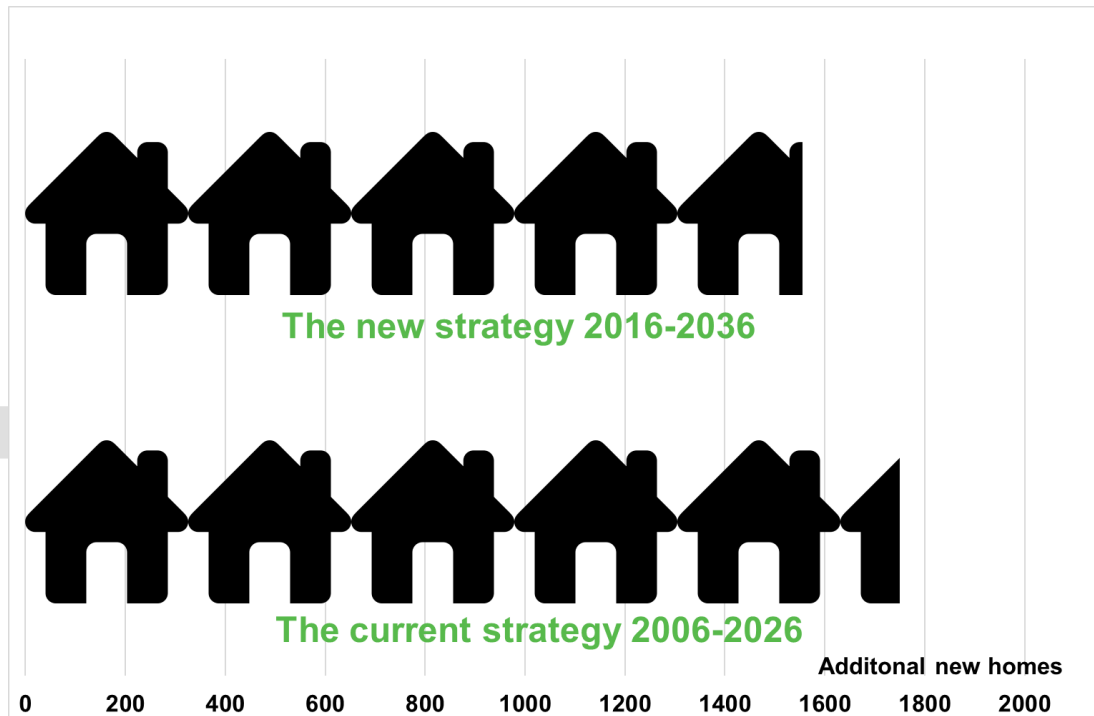
How much should the towns grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

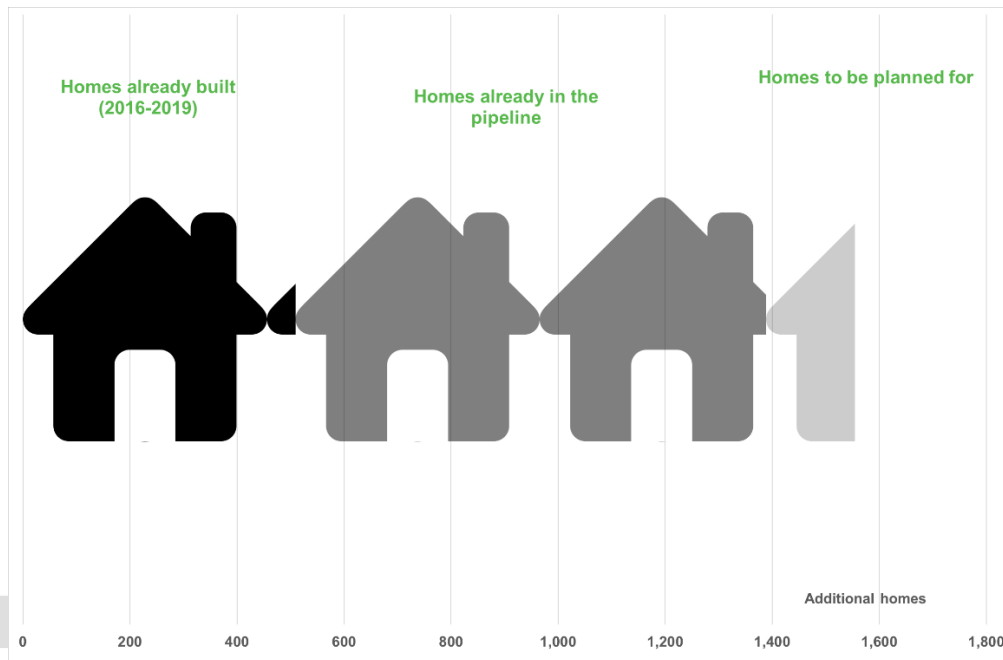
7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Tidworth and Ludgershall is in the Salisbury Housing Market Area.

8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 1,750 homes. The new strategy proposes a requirement of 1,555 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Tidworth and Ludgershall 510 dwellings have been built between 2016-2019 and at 1 April 2019 889 homes are in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated in the Wiltshire Housing Site Allocations Plan).



11. When the number of homes built and in the pipeline is deducted it leaves a further 165 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. The Local Plan will identify sites on which new homes can be built. The starting point for determining sites for allocation within the Local Plan has been to identify a pool of potential development sites. The most appropriate locations to meet the emerging scale of growth for the towns will be selected.
13. There are currently no 'made' neighbourhood plans for the area. In the case that one comes forward in the plan period at either of the towns it would be able to propose development on sites, e.g. to meet a need for a particular housing type, such as self-build homes or that positively plan for brownfield sites.
14. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 40 homes should be built on brownfield sites over the next 10 years². This would be in addition to the delivery of the Drummond Park site at Ludgershall for 475 homes, which has planning permission.
15. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
16. Meeting a brownfield target will instead reduce the need for greenfield sites in future reviews of the Local Plan. This could be a focus for a neighbourhood plan were one to

² Further detail can be found in the Emerging Spatial Strategy paper.

be prepared. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.

17. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, a further 5ha of employment land is needed at Tidworth and Ludgershall in the period to 2036. 12ha of employment land is also allocated at Castledown Business Park in the existing Wiltshire Core Strategy. Of the 12ha allocation, only approximately 2ha of the site has been built out.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Do you agree that the strategy should look to allocate more employment land?

How could the delivery of employment on the Castledown Business Park be facilitated?

Place Shaping Priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Tidworth and Ludgershall that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth

³ Further detail can be found in the Emerging Spatial Strategy paper.

22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
23. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process, these are the draft priorities that have been identified for Tidworth and Ludgershall.

- Plan for a level of housing growth to meet local needs, including that from those leaving military accommodation and moving into civilian housing.
- Respond to market needs in diversifying the employment offer across the two towns, including facilitating the delivery of Castledown Principal Employment Area and provision for small and medium business enterprises.

Tidworth

- Promote and encourage regeneration of Tidworth Town Centre (Station Road).

Ludgershall

- Support local road improvements to ensure any growth is suitably integrated into the local transport network. Including support for the continuation of Empress Way to the south-east of the town.
- Encourage the balancing of commercial leisure uses and community facilities to support housing delivery at Ludgershall.
- Explore long-term opportunities to open the MOD railhead as a commercial line to Andover and the east.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

24. Land around Tidworth and Ludgershall is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focussing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Tidworth and Ludgershall, further assessment will be carried out following the consultation to identify which site(s) will be proposed for allocation in the draft plan.

25. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
26. But, if Tidworth and Ludgershall is to expand, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Tidworth and Ludgershall and where is it most appropriate to consider development options.
27. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
28. Only a small amount of land is required at Tidworth and Ludgershall in meeting strategic housing requirements. There is potential for a joint neighbourhood plan or neighbourhood plans for the respective towns to be prepared that would be able to consider further sites for the development of homes, businesses or other uses to meet local needs. Alternatively, the Council could look to identify new sites to ensure that strategic needs can be met. The pool of sites here is a starting point for the assessment of additional greenfield sites at both settlements. The urban area of Ludgershall to its east is adjacent to the adjoining local authority area of Test Valley, where there are sites that have been put forward with potential for development. These have not been included given the relatively small amount of land that is required, and the pool of sites identified which are better related to the town.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered generally or in respect of individual sites?

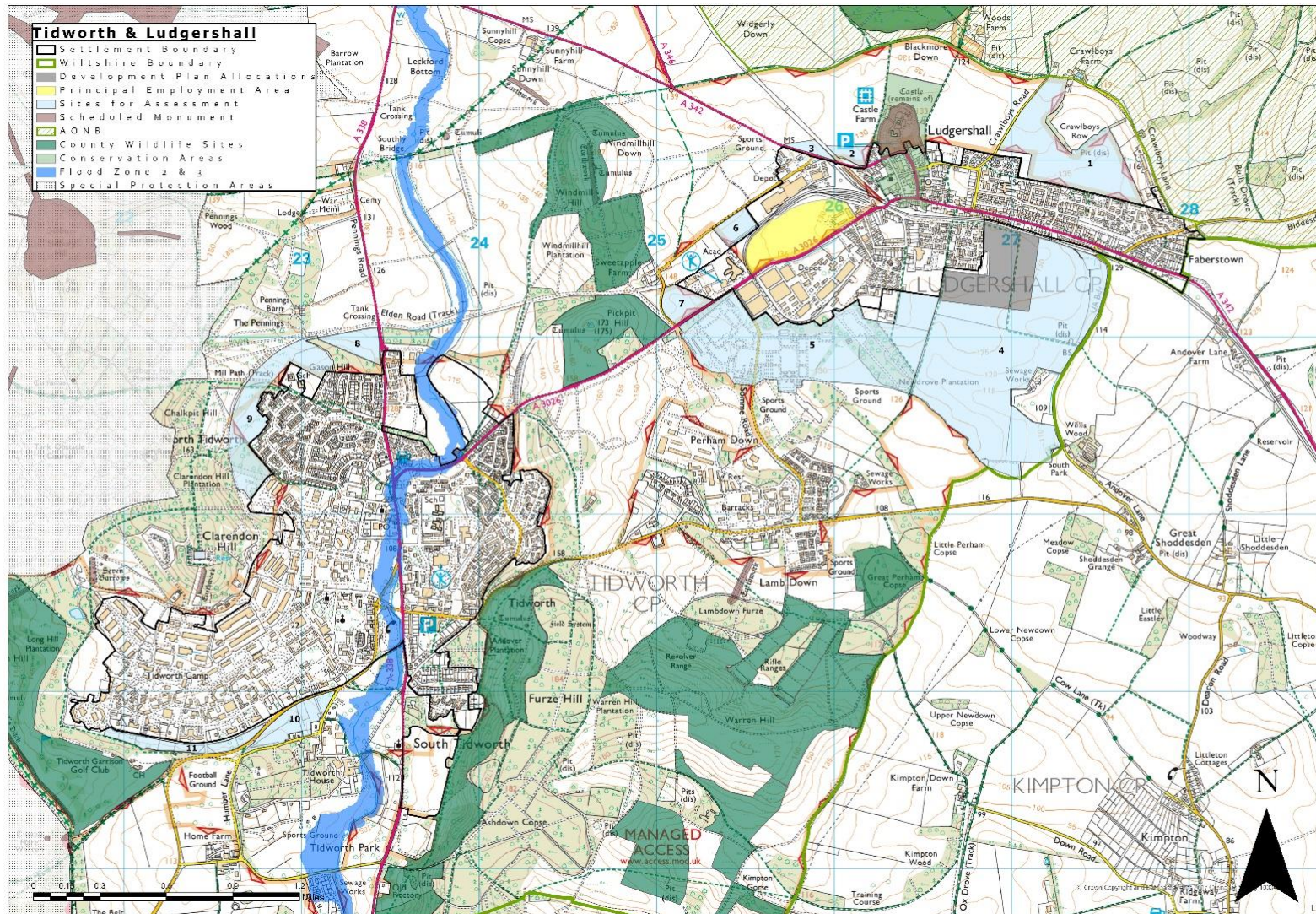


Figure 1 Map showing potential development sites for assessment

Eleven sites have been identified for Tidworth and Ludgershall for further assessment of their development potential. Not all of these sites will be allocated for development. Given the relatively small amount of land that needs to be planned for at Tidworth and Ludgershall, not all of any particular site may be required at this time, but it would be sensible to consider the area as a whole when decision-making. Key considerations for the individual sites are set out below.

Considerations that are relevant for all or a number of the sites:

- Contributions would be required to expand existing school provision, including early years, and ensure safe walking routes.
- All sites will require groundwater investigations in relation to potential flood risk.
- Sites 1-7 will need detailed consideration of the control of surface water discharges from new development.
- Most sites will require a suitable assessment of land required to uncover any apparent contamination.

Site 1: Land East of Crawlboys Road (SHELAA site 3498)

- The site is particularly sensitive in landscape terms and has a limited to medium capacity to accommodate a housing development. Development at the site would need to limit encroachment on the North Wessex Downs Area of Outstanding Natural Beauty, including limiting development on the slopes towards the north of the site and retaining hedgerows and woodland.
- Careful consideration of potential impacts on the setting of Grade II Listed Crawlboys Farm, the setting of the scheduled ringworks and castle and other farm buildings in the north of the site is required.

Site 2: Land North of A342 (SHELAA site 3468)

- Ludgershall Castle Scheduled Monument and the medieval town of Ludgershall are within 100m of the site. Further archaeological assessment is required.
- The scheduled castle and ringworks have an important defensive position on the edge of the town. Account needs to be taken of any impact development will cause to the setting of these and the conservation area.
- Significant habitat buffer to dismantled railway would be required.
- The site has strong boundaries and as such, the landscape has a medium sensitivity.

Site 3: Land North-east of A342 (SHELAA site 2067)

- The scheduled castle and ringworks have an important defensive position on the edge of the town. Account needs to be taken of any impact development will cause to the setting of these and the conservation area.
- Significant habitat buffer required to dismantled railway.
- Windmill Hill is a prominent hill to the west of the site, which has a very rural character with very distinctive boundaries. The landscape has a medium sensitivity.

Site 4: Land at Empress Way (SHELAA site 555)

- The site is a large parcel of land that has a strong rural character, contributing to the separation of Ludgershall and outlying rural settlements. As such, it has a medium landscape sensitivity and medium capacity to accommodate housing development. Development must avoid a large-scale urban extension in a sensitive area, which creates a hard settlement edge.
- Nearby sewage suggests a high potential for odour impacts. The extent of development should be limited, and the layout carefully planned.

Site 5: South-west Ludgershall (SHELAA sites 2064, 2065, 2066)

- High value habitat across the site, including land secured for mitigation of approved army basing development. Thus, significant mitigation is required.

Site 6: Land North of Wellington Academy (SHELAA site 2062)

- Highly sensitive historic landscape within the site and wider network of weak continuity due to change in the landscape. More investigation is required.

Site 7: Land North of A3026 (SHELAA site 2063)

- Site forms lower slopes of Pickpit Hill, which rises to a low hill to the southwest of the site and as such, the site has medium landscape sensitivity.
- Groundwater levels could impact infiltration techniques and groundwater investigations will be required.

Site 8: Land West of Pennings Road (SHELAA site 3110)

- Account needs to be taken of the potential impact of development on scheduled Sidbury Hill.
- Forms part of the distinctive Plains landscape that encompasses the north and west of Tidworth. Distinct from the settlement itself, the landscape is valued in landscape terms and therefore subject to medium to high landscape sensitivity.

Site 9: North-west Tidworth (SHELAA site 3111)

- Number of archaeological assets onsite and in close proximity. Although risk to the majority of these remains low, the site is considered to be constrained by archaeological remains.
- Highly sensitive landscape character. Likely that further investigation is required to understand full historic landscape significance on the downland forming most of the site.
- Development in the north of the site may need to be avoided in order to preserve the historic landscape.
- The site is unlikely to be able to support a new school to meet education needs, but an existing school expansion is possible for a development of up to 350 homes.
- Account needs to be taken of the potential impact of development on scheduled Sidbury Hill.
- Forms part of the distinctive Plains landscape that encompasses the north and west of Tidworth. Distinct from the settlement itself, the landscape is valued in landscape terms and therefore subject to medium to high landscape sensitivity.

Site 10: Land South of Bulford Road (SHELAA site 3037)

- Highly sensitive historic landscape within the site. Development poses a high risk of significant adverse effects towards Tidworth Park Ornamental Parkland, which has a strong and well retained character.
- Account needs to be taken of the potential impact of development on Grade II Listed Jellalabad barracks and historic barracks as a whole.
- High value habitat across whole of site. Significant mitigation required.
- Forms part of a locally identifiable landscape, forming part of the parkland setting to Tidworth House and landscape character of Tidworth Camp. As such, it has medium landscape sensitivity.

Site 11: Land South of The Mall (SHELAA site 3036)

- The site forms part of the parkland landscape surrounding the south of Tidworth and Tidworth Camp and forms part of a legible settlement edge. As such, the site has a medium landscape sensitivity and medium capacity to accommodate housing development.
- Account needs to be taken of the potential impact of development on Grade II Listed Jellalabad barracks and historic barracks as a whole.
- High value habitat across whole of site. Significant mitigation is likely to be required.

Settlement profiles

29. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Early years education is likely to require new provision to serve additional needs.</p> <p>Clarendon Infant and Junior School can be expanded by 105 places. Wilshire Housing Site Allocation Plan allocation H1.1 looks to secure land for a primary school to meet needs arising from new development.</p> <p>Wellington Academy has the potential to be expanded by 300 places. Suggesting that secondary education needs for up to 1350 new homes across the two settlements could be accommodated, provided a feasibility study was undertaken.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points around Tidworth and Ludgershall are currently unconstrained. Some of the infrastructure is unconstrained whereas some is partially constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing</p>

Topic	Comment
	landscape and should be considered as being integral to how new development areas are sensitively planned.
Sport and Leisure Facilities	<p>At Tidworth and Ludgershall there is an identified need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • There are plenty of pitches, that can be rented out to clubs. There is a need to upgrade a 3G ATP at Wellington Academy to FA compliant quality. Development in the area could help to facilitate this, though it is of note that Wellington Academy is within Tidworth so development only at Tidworth would fund it. • There is currently no need for more pitches at Ludgershall. If there is development at the scale of hundreds of dwellings, a grass pitch may be needed. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Tidworth Leisure Centre will be informed by this work, which will include planned growth and demand. • The Leisure Centre at Tidworth is leased to and managed by Wiltshire Council. The land and building are owned by the MOD.
Health	There are two GP surgeries. Capacity is reasonable but requires some hosted services to move – an old GP practice currently empty may provide a solution.
Housing needs	<p>Ludgershall</p> <p>In the years 2016-2036 the older population is expected to increase by 33% in the 60-74 age group and 99% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 4% and the 15-29 age group to increase by 17%. Finally, the 30-44 age group is expected to increase by 11% and the 45-59 age group to decrease by 3%.</p> <p>Local household income</p> <p>The annual average gross income is £44,300 and the net income after housing costs is £26,600</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price £182,300</p> <p>Annual gross income £44,300</p> <p>Affordability ratio 4.12</p>

Topic	Comment
	<p>Tidworth</p> <p>In the years 2016-2036 the older population is expected to increase by 106% in the 60-74 age group and 175% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 41% and the 15-29 age group to increase by 46%. Finally, the 30-44 age group is expected to increase by 37% and the 45-59 age group to increase by 59%.</p> <p>Local household income</p> <p>The annual average gross income is £44,300 and the net income after housing costs is £26,600</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price £162,300</p> <p>Annual gross income £44,300</p> <p>Affordability ratio 3.66</p>
The local economy	<ul style="list-style-type: none"> • High concentration of jobs in the Real Estate, Accommodation & Food, and Public Administration & Defence sectors • MoD related property investment has been comprehensive, supporting Project Allenby/Connaught and the relocation of up to 4,000 service personnel into the garrison area • Aspire Defence provides fully serviced living/working accommodation for a large proportion of British Army, employing 700 staff working across 4 camps • Existing units nearby in Ludgershall at Castledown Business Park enjoy strong occupancy • The community area also benefits from substantial investment by the Army through the provision of excellent sporting facilities shared with the community, such as the Tidworth Leisure Centre, which also houses a library, and the Oval athletics track • Shortage of quality employment premises for small and medium sized enterprises • Heavy reliance on the MoD as the local employment base affects the social and economic balance of the community • Both town centres have very low unit vacancy rates compared to the national average.

Topic	Comment
	<ul style="list-style-type: none"> • There is no capacity for additional convenience retail floorspace at either Tidworth or Ludgershall up to 2036. • Additional food retail provision at Ludgershall could address the balance between the towns, allowing the community to shop locally. However, this would need to be carefully considered as not to harm either of the existing centres. • Limited capacity for additional comparison retail floorspace across both towns up to 2036.
Transport	<p>Key features</p> <p>Tidworth has good links with the strategic road network, with the A303 located 5km to the south. Tidworth and Ludgershall benefit from the Active8 bus service which links Salisbury and Andover.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • Highway congestion causes delays at peak periods. • The A338 is a primary route and as such experiences high numbers of HGVs. However, the route has several pinch points, such as at Collingbourne Ducis, which compromise this status. • Tidworth and Ludgershall do not have a railway station. The nearest railway station is in Andover some 7 miles away. <p>Opportunities</p> <ul style="list-style-type: none"> • As part of the Army Basing programme, a transport strategy has been developed that highlights key junction improvements, particularly on the A338. Funding has been secured through the planning process to implement these improvements. • The significant population influx arising from Army Basing may further increase the numbers of those walking and cycling in the area.

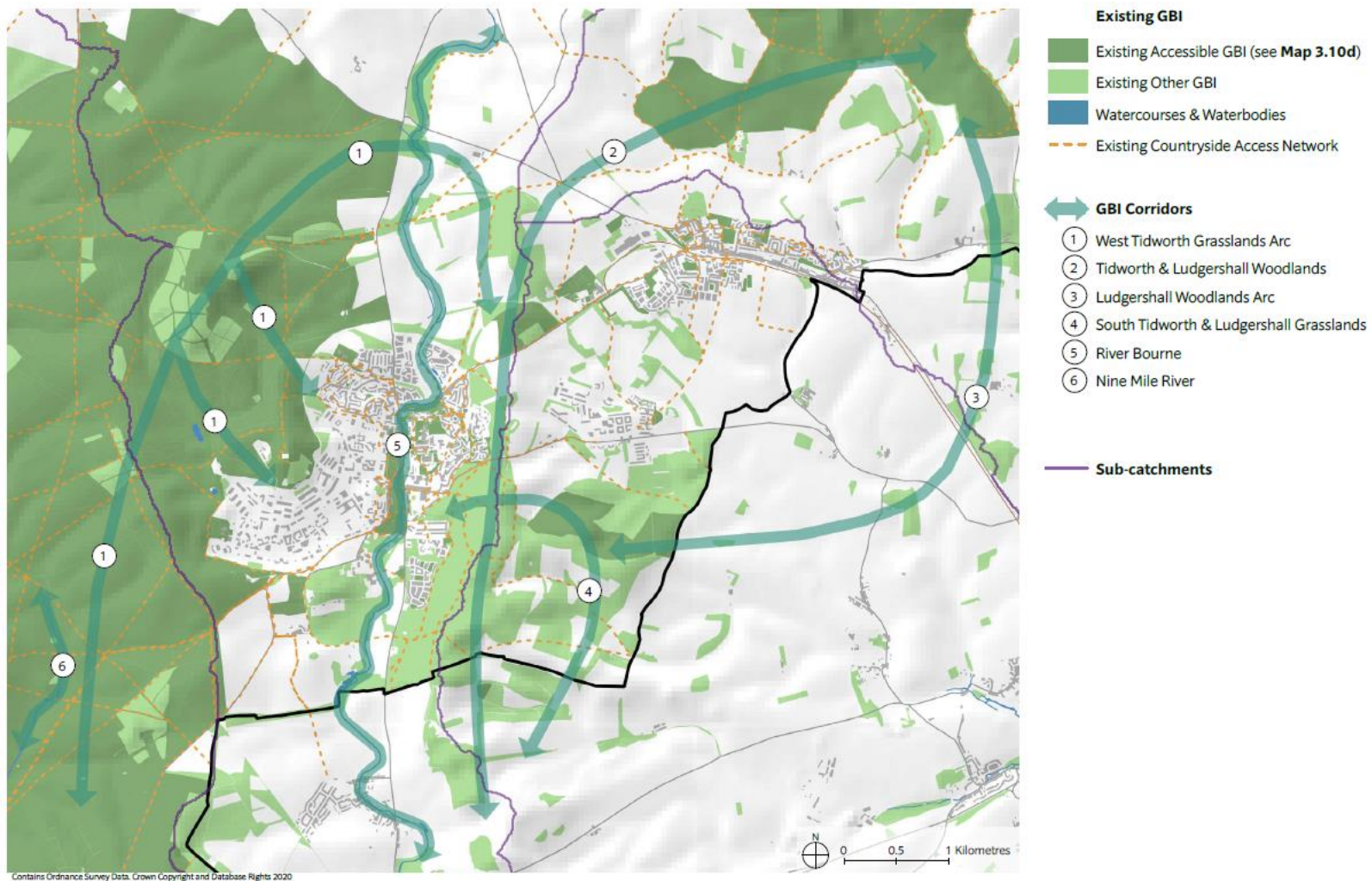


Figure 2 Map showing Tidworth and Ludgershall Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

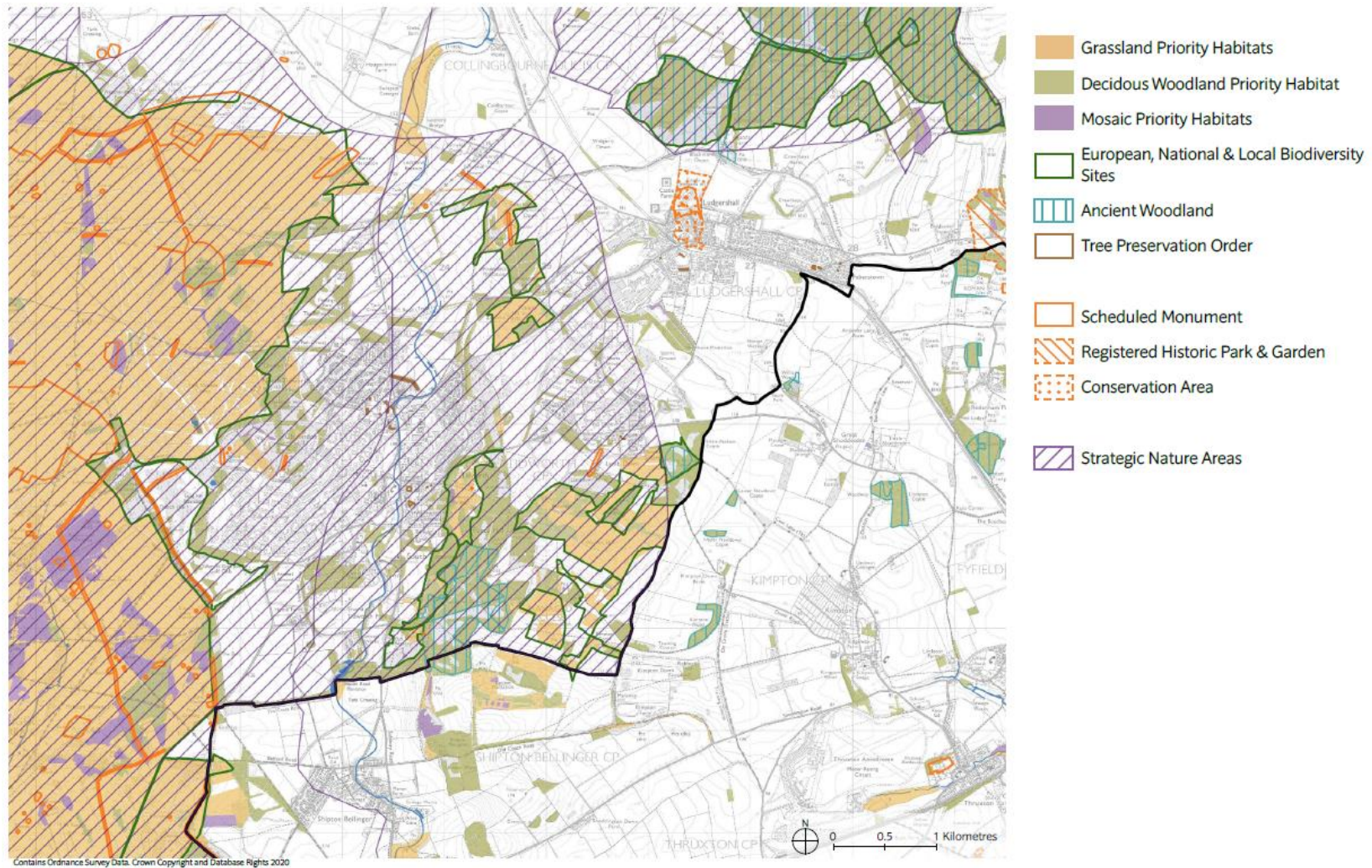


Figure 3 Map showing Tidworth and Ludgershall Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Tidworth and Ludgershall – Pool of Potential Development Sites

Site Selection Report



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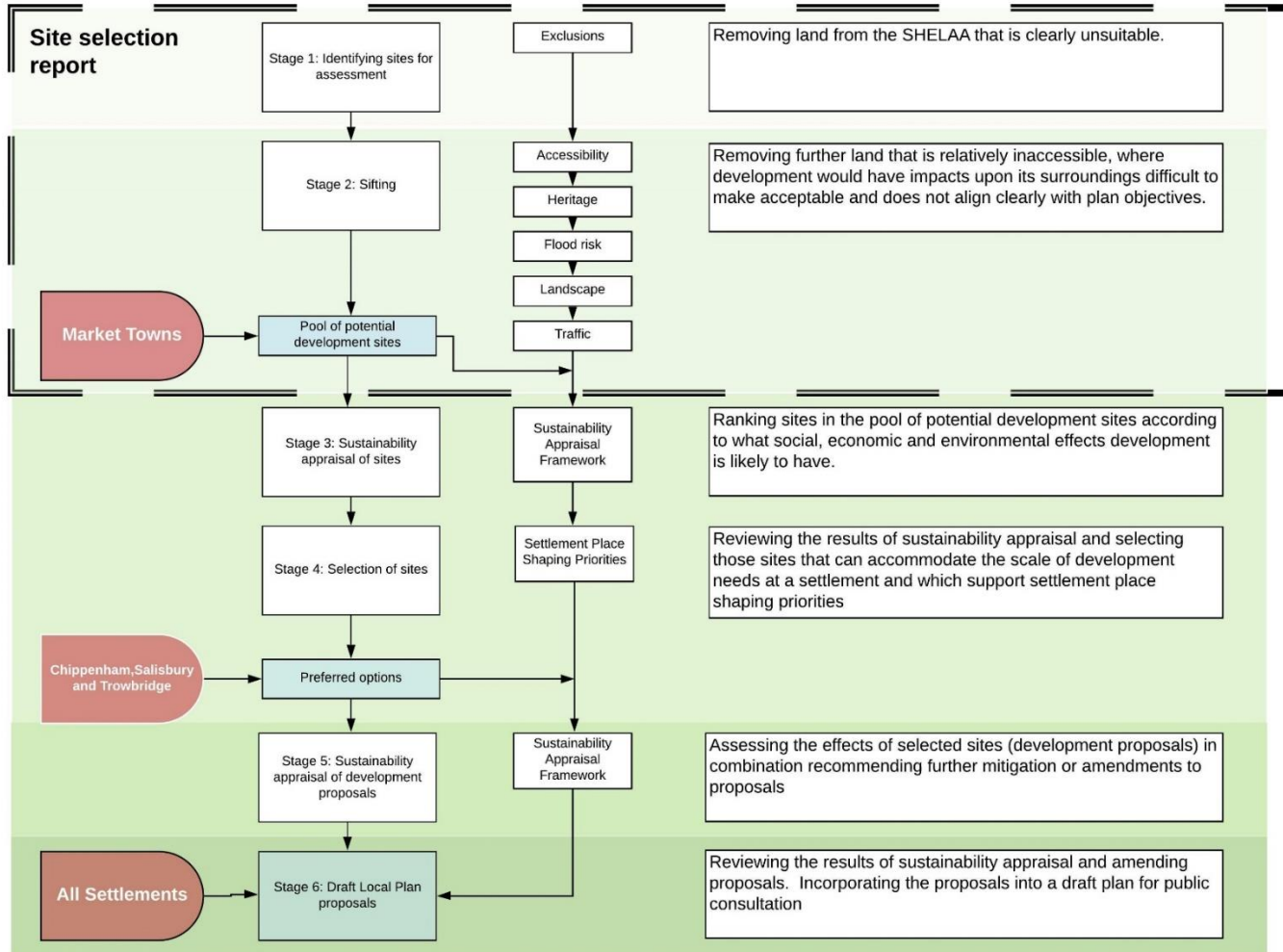
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Tidworth and Ludgershall – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Tidworth and Ludgershall the requirement emerging is for an additional 1,550 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Wiltshire Housing Sites Allocation Plan. Taking account of this amount approximately 165 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process



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Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and place shaping priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Tidworth and Ludgershall and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no further sites have been excluded at this stage.
25. Land to the east of Ludgershall has been promoted to the Test Valley Borough Council SHELAA. These have not been considered as potential allocation in the Local Plan Review given the relatively small amount of land that is required at Tidworth and Ludgershall, and the ample pool of sites identified which are better related to the town.

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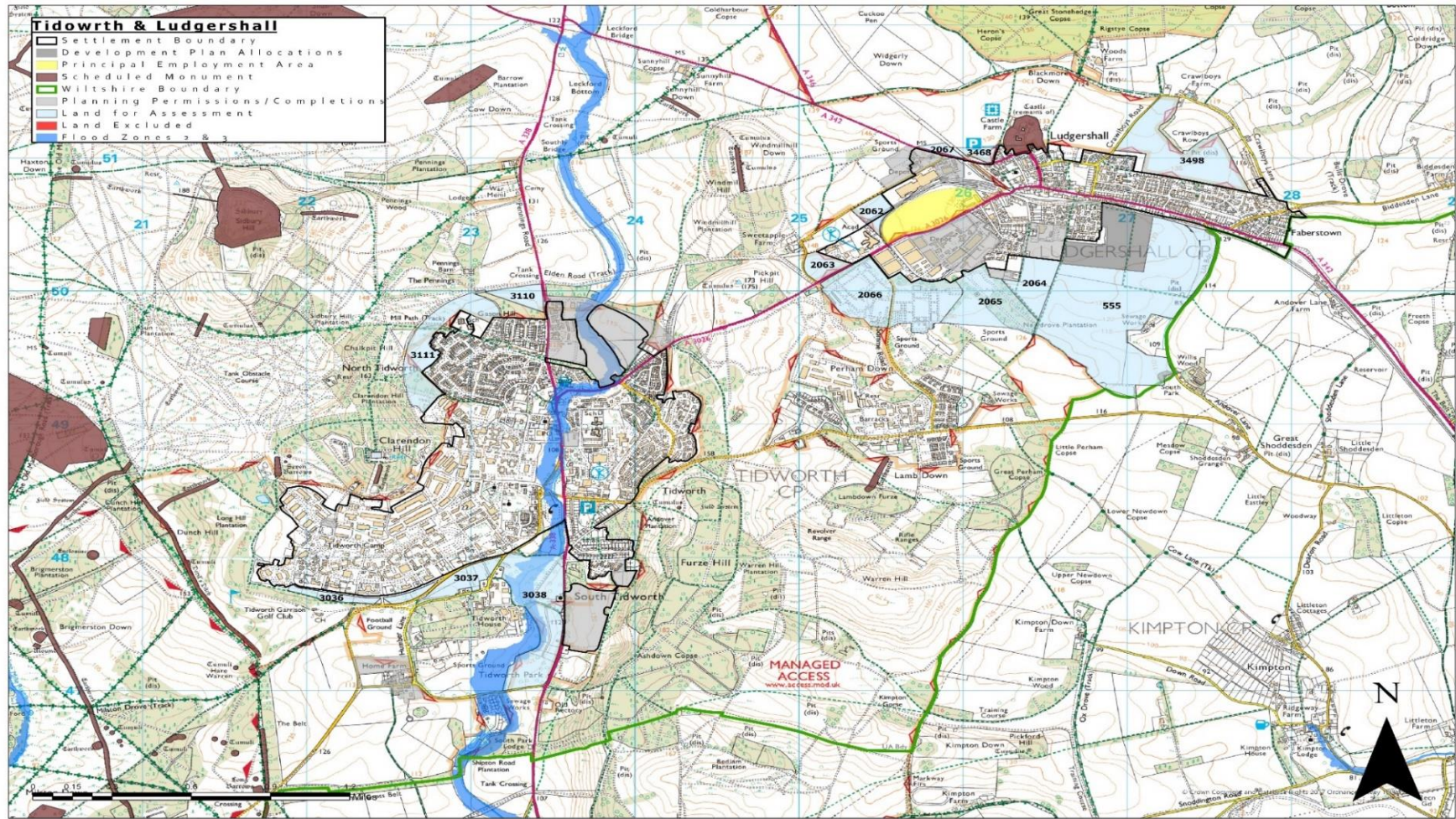


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

26. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

27. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

28. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
29. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
30. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

31. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
32. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
33. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
34. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
35. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

36. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
37. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
38. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
39. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
40. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
41. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

42. Sometimes these influences will not bear on site selection. In other instances, they may be important.
43. A description of the settlement strategic context for Tidworth and Ludgershall is shown in the tables below:

Tidworth Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Tidworth originated as two separate villages, North Tidworth and South Tidworth. A significant military presence has driven the merging of two villages to one town and dominates the predominately rural landscape surrounding the town.</p> <p>New development has therefore tended to be in small urban extensions for either civilian or military personnel housing, most recently to the north-east of the town and east of the A338.</p> <p>The A338 is a north to south arterial road, which connects to the A3026 in the north east and bridges the open space between Tidworth and Ludgershall.</p> <p>The town is somewhat disproportionately shaped with much of the housing positioned to the north and Tidworth Camp to the west of Tidworth Town Centre.</p> <p>New housing to the north of Tidworth has most recently been built out, but undesignated woodland and Windmill Drive form an urban edge, which may restrict in this area and to the east of Tidworth.</p>
Significant environmental factors	<p>The town is wholly situated within the Salisbury Plain Training Area.</p> <p>The Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest area situated to the west of Tidworth.</p> <p>Flood zones 2 and 3 associated with the River Bourne are apparent through the centre of the town, which flows from the north through the town to the south. It is within the River Avon catchment.</p> <p>There is a valuable historic landscape to the south of the garrison including Tidworth Park and Grade II* listed Tidworth House.</p> <p>Furze Hill Chalk County Wildlife Site, Ashdown Chalk County Wildlife Site and Ashdown Copse are situated to the south east. Woodlands are also situated to the east, including Clarendon Hill and Dunch Hill; and west, including Furze Hill, of the town creating a defined urban edge in these directions.</p>
Scale of growth and place shaping priorities	<p>The emerging strategy looks to deliver a lower level of growth across Tidworth and Ludgershall, to account for a number of homes in the pipeline to deliver significant growth at the town.</p> <p>Place shaping priorities include the delivery of additional homes to meet local needs, promotion of the regeneration of the town centre and diversification of the local employment offer.</p>
Future growth possibilities for the urban area	<p>Land surrounding the settlement is predominately controlled by the MOD and only a small portion of additional land is required for additional growth. Opportunities presented include:</p>

	<ul style="list-style-type: none"> • To the south of Tidworth Camp. • To the north/north-west of Tidworth.
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Ludgershall Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Ludgershall has grown outwards from a historic core, which now forms the town centre, following Andover Road (A342) to the east and west, which forms an arterial road linking the town to Tidworth in the west and Ludgershall in the east.</p> <p>Development in the west of the town has been associated with the military, including more recent service family accommodation. Civilian housing to the east, including more recent residential growth to south/south east of the town of the railway line.</p> <p>The eastern edge of Ludgershall meets the Wiltshire and Test Valley Borough Council boundary.</p> <p>While Perham Down military village and Swinton Barracks are positioned outside of the settlement boundary to the south west of Ludgershall.</p>
Significant environmental factors	<p>North Wessex Downs Area of Outstanding Natural Beauty is positioned to the north of Ludgershall. Although positioned away from the settlement boundary, it partially adjoins the settlement to the north of the easternmost boundary.</p> <p>Ludgershall Conservation Area and Ludgershall Castle Scheduled Monument positioned in the town centre and extend to the north stretching beyond the settlement boundary.</p> <p>A MOD railway line follows Andover Road (A347) from the east and meets a railway head in central Ludgershall.</p>
Scale of growth and place shaping priorities	<p>The emerging strategy looks to deliver a lower level of growth across Tidworth and Ludgershall, to account for a number of homes in the pipeline to deliver significant growth at the town.</p> <p>Place shaping priorities include the delivery of additional homes to meet local needs, new commercial leisure and community facilities, improvements to the local transport network, diversification of the local employment offer and aspirations to explore a commercial rail line.</p>
Future growth possibilities for the urban area	<p>Land surrounding the settlement is largely controlled by the MOD and only a small portion of additional land is required for additional growth. Opportunities presented in Wiltshire include:</p> <ul style="list-style-type: none"> • Large scale growth to the south-east. • Large scale growth to the south-west. • Growth to the to the north. • Smaller scale growth to the west and northwest. <p>Land to the east within the Test Valley authority boundary is not considered a possibility at this time, as growth in this direction would be unable to follow patterns of growth and achieve sufficient access to the services and facilities at Ludgershall town centre.</p>

Combining sites

44. Assessment may also suggest combining sites together. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
 - abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

45. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
46. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
50038	Land West of A338, Tidworth	Yellow	Yellow	Red	Red	Yellow	<p>A large site, next to the A338, that extends away from the town towards the south and form part of Tidworth Park and is subject to a wooded landscape.</p> <p>Development would likely impact on several onsite and offsite heritage assets. Those within the site boundary are the Grade I listed Church of St Mary and Grade II listed Lodge. Both are positioned adjacent to the A338. The western boundary of the site falls in close proximity to listed assets at South Tidworth House, these are Grade II* South Tidworth House, Grade II Gateway to the Kitchen Garden and a Grade II Stable Block. The site lies within the mature designed landscape setting of the offsite country house and interrupts the essential relationship between house and onsite church and lodge. Therefore, these assets are sensitive to any new development. Additional potential heritage impacts are on the setting of the Grade II Jellalabad barracks to the north of the site.</p> <p>In relation to landscape, the site forms part of Tidworth Park which, whilst not listed is an important historic parkland, provides an important gateway character and setting for the onsite St Marys Church with views across from Tedworth House to the west.</p> <p>The River Bourne flows through the site, as such constraints include areas of Flood Zones 2 and 3 associated with the River in the north and along the western boundary of the site. However, a significant part of the site is outside of these.</p>	X

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>The site has been assessed as having reasonable access to services and facilities at the town..</p> <p>Therefore, the site is highly constrained. Impacts across the topics at this stage suggest that this site is considerably more constrained than any other site assessed at Stage 2. Therefore, it is rejected from further consideration.</p>	
3036 Page 501	Land South of The Mall, Tidworth						<p>The site is a narrow linear site that is to the south of Tidworth Camp.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>Impacts on the setting of heritage assets would be likely as the site is positioned in the setting of the offsite Grade II listed Jellalabad barracks and historic barracks as a whole. The site also constitutes designed landscape setting of Tidworth Barracks. Opportunities for mitigation are deemed possible and should be investigated through further assessment.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3037	Land South of Bulford Road, Tidworth						<p>Site is modestly sized. The site sits fairly evenly, although it slopes towards the north-east. It is bounded by roads on all sides.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>There is the potential for heritage impacts on the setting of Grade II listed Jellalabad barracks and historic barracks as a whole. The site also constitutes designed landscape setting of Tidworth Barracks and heritage impacts would require further assessment.</p> <p>It has view open views from Burford Road and is bounded to the south by the Green infrastructure woodland of Clive House Plantation.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>The site is positioned 1500m from a congested corridor and there is some potential for traffic impacts as a result.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3111 Page 502	North-west Tidworth						<p>This is a relatively large site to the north of Tidworth, which is separated from 3110 by woodland. Development at the site would extend the town towards the Salisbury Plain, including the military training camp. With the Salisbury Plain Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest situated approximately 0.2km from the western boundary of the site at its nearest point.</p> <p>There is the potential for heritage impacts on setting of Sidbury Hill Scheduled Monument and the sensitive setting Sidbury Hill in which associate monuments lie. These impacts would require further assessment.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3110	Land West of Pennings Road, Tidworth						<p>Site is modestly sized, which only partly adjoins the settlement boundary. It is separated from 3111 by woodland.</p> <p>There is the potential for heritage impacts arising through impacts on setting of Sidbury Hill Scheduled Monument and the sensitive setting Sidbury Hill in which associate monuments lie. These impacts would require further assessment.</p> <p>In landscape terms, the site is an important gateway into the settlement of Tidworth with open views from the A338 across the site, meaning development here would be visually sensitive and account</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>would need to be taken of the defined urban edge context and woodland green infrastructure corridors that surround it.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2063	Land North of A3026, Ludgershall						<p>A modestly sized site, although the triangular shape may limit the developable area. Developability may also be affected by the topography, as the site slopes upwards from the west towards the east.</p> <p>In landscape terms, the site is open to views to the north west particularly towards Windmill Hill Down. This would require a master planning approach and careful management the rural / urban edge along the north east boundary of the site. The extent of these impacts and possible mitigation is to be explored through further assessment.</p> <p>It is within 500m of a congested corridor, suggesting that development is likely to lead to traffic impacts and the site is less favourable in traffic terms.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2062	Land North of Wellington Academy, Ludgershall						<p>Modestly sized site, which currently forms playing pitches for the adjoining school.</p> <p>The site is open to views to the north west especially towards Windmill Hill Down, suggesting there is a potential for landscape impacts. This would require a master planning approach and careful management the rural / urban edge along the north east boundary of the site. The extent of these impacts and possible mitigation is to be explored through further assessment.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>It is within 500m of a congested corridor, suggesting that development is likely to lead to traffic impacts and the site is less favourable in traffic terms.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2067 Page 504	Land North-east of A342, Ludgershall						<p>Triangular shaped, smaller site to the north of an existing allocation/permission at Drummond Park. The A342 is positioned to the south and separates the site from Drummond Park, while the historic railway line separates the site from 3468 to the east.</p> <p>There is the potential for landscape impacts as the site has open views across to the wider countryside to the north and forms a prominent site as a gateway into the settlement of Ludgershall. It also lies adjacent to an old railway line green infrastructure corridor. Landscape impacts and the possibility for mitigation is to be investigated further.</p> <p>There is the potential for heritage impacts on the setting of Ludgershall Castle Scheduled Monument. Further potential impacts are on setting of designated Ludgershall Conservation Area. Further assessment is required.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3468	Land North of A342, Ludgershall						<p>A smaller site, separated from 3468 to the west by a historic railway line.</p> <p>In landscape terms, the site has open views across to the wider countryside to the north and forms a prominent site as a gateway into the settlement of Ludgershall. The old railway line forms a prominent green infrastructure corridor. Landscape impact and possible mitigation requires further investigation.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>There is the potential for heritage impacts on the setting of Ludgershall Castle Scheduled Monument, which the site is positioned within. Further potential impacts are on setting of designated Ludgershall Conservation Area. Further assessment is required.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2066 Page 505	South-west Ludgershall (Ludgershall 12)						<p>Site is very large sized, but tends to sit fairly evenly in the landscape. The land is under MOD control and potentially in operation by them as it currently forms part of an army base.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts. At this stage, it seems that the site is subject to few constraints and further assessment of wider factors is to be undertaken.</p> <p>There is the opportunity to consider this site in combination with sites 2064 and 2065 at the next stage to best achieve access.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2065	South-west Ludgershall (Ludgershall 4)						<p>Site is large and tends to sit fairly evenly in the landscape, but access is potentially an issue if the site were to be considered independently from 2064 and 2066. Under MOD ownership and potentially in operation as it currently forms part of an army base.</p> <p>The site has a large covering of woodland which limits the potential for development in landscape terms. There are some open areas to the south which could allow development, but these would require to be sensitively designed into a masterplan. The extent of landscape impacts and potential for mitigation is to be investigated further.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic		Taken Forward
							<p>Stage 2A and Stage 2B - Overall judgement</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>Opportunity to consider this site in combination with sites 2064 and 2066 at the next stage to best achieve access.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2064 Page 506	South-west Ludgershall (Ludgershall 3)						<p>Site is reasonably large and tends to sit fairly evenly in the landscape. The site is currently under MOD ownership</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts. At this stage, it seems that the site is subject to few constraints and further assessment of wider factors is to be undertaken.</p> <p>Opportunity to consider this site in combination with sites 2065 and 2066 at the next stage to best achieve access.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
555	Land at Empress Way, Ludgershall						<p>The site is positioned to the south east of Ludgershall. The northern boundary follows the railway line, while the eastern boundary tends to follow the Wiltshire/Test Valley border. The site is significant in size, particularly when considered comparatively to the existing settlement of Ludgershall.</p> <p>The topography of this site is fairly even for the vast size, however land in the north begins to rise at the east, towards Shoddesden Lane. There is the potential for landscape impacts due to the vast size of the site and the potential for encroachment into this rural setting, which includes the hamlet of Great Shoddesden, which is situated to the east of the south-eastern corner of the site and east of the Wiltshire Council border. The extent of landscape impacts and potential for mitigation is to be assessed further.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
498 Page 507							<p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>Land to the north-west of the site comprises an existing allocation, which extends the settlement to the south east. To achieve primary access careful phasing to deliver the housing allocation prior to any development at this site would be required. The northern part of the site, with a southern boundary that runs perpendicular to that of the adjacent allocated site to the west, may be suitable for development. Any potential for phasing or a reduced developable area is to be investigated further.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
	Land East of Crawlboys Road, Ludgershall						<p>The northernmost boundary of this site adjoins the North Wessex Downs Area of Outstanding Natural Beauty. As such, development at this site would extend the town towards the designation. The north-eastern boundary is subject to thick vegetation which could enable screening, however.</p> <p>Additionally, the site is prominent on the crest of a hill which if developed would create urban encroachment into the rural setting. The extent of this impact and potential for mitigation should be considered through further assessment.</p> <p>In relation to heritage, there is the potential for impact on setting of Grade II listed Crawlboys Farm from northern section of site and on the setting of Ludgershall Castle Scheduled Monument. Additionally, farmsteads in the area have a fundamental relationship with their surrounding hinterland and a visual relationship of site with royal hunting forest to north and east as been identified. Heritage impacts require further investigation.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

The following sites have been combined:

Ref	Reason
2064,	These sites are not subject to any physical barriers and together could provide an extension to the existing urban area.
2065,	Considered to be under the same ownership and the best opportunity to achieve access is likely to be through considering these sites as a cluster.
2066	

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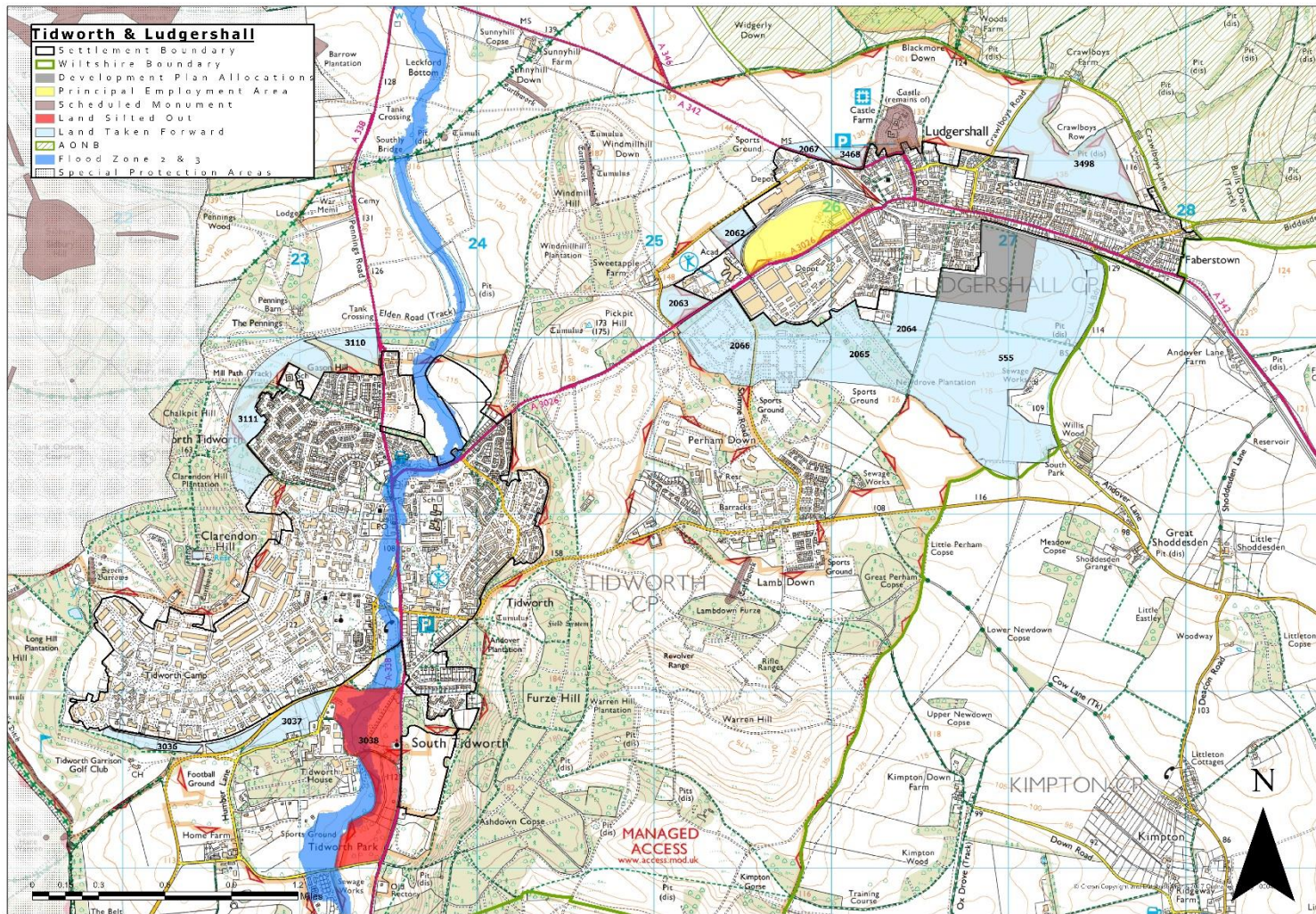


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

47. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

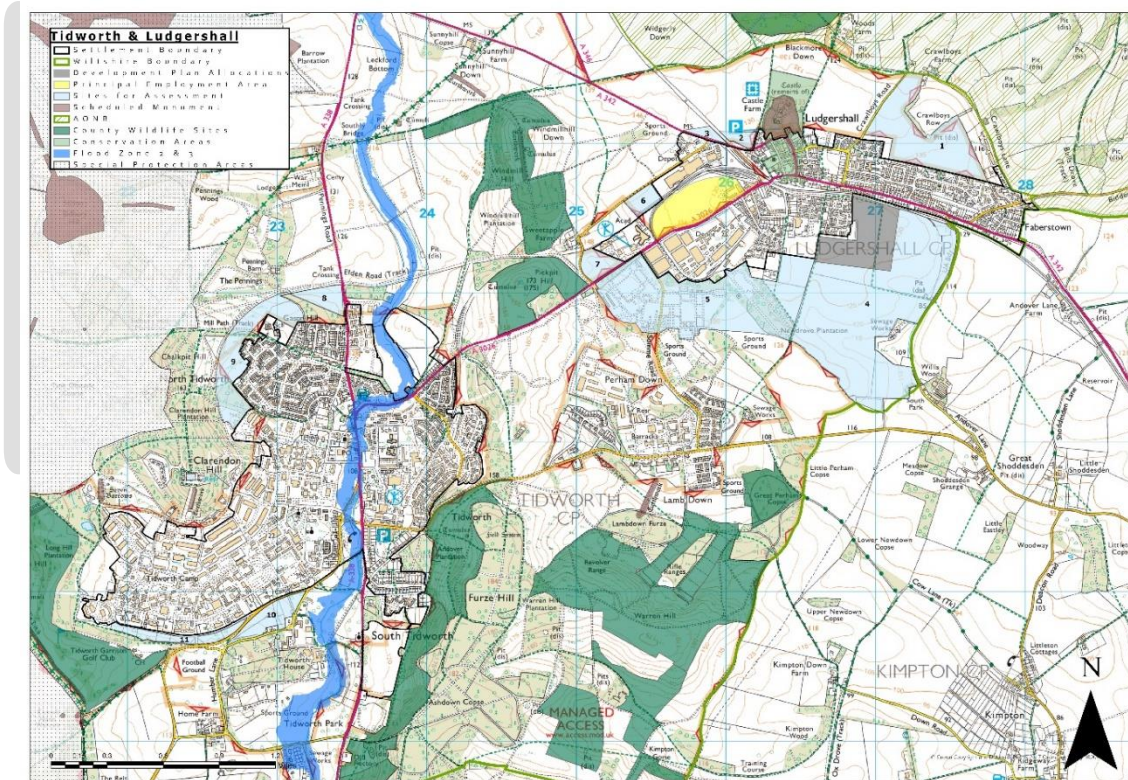


Figure 4 Map showing pool of potential development sites

Wiltshire Local Plan Review

Planning for Devizes

Introduction

1. What will Devizes be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

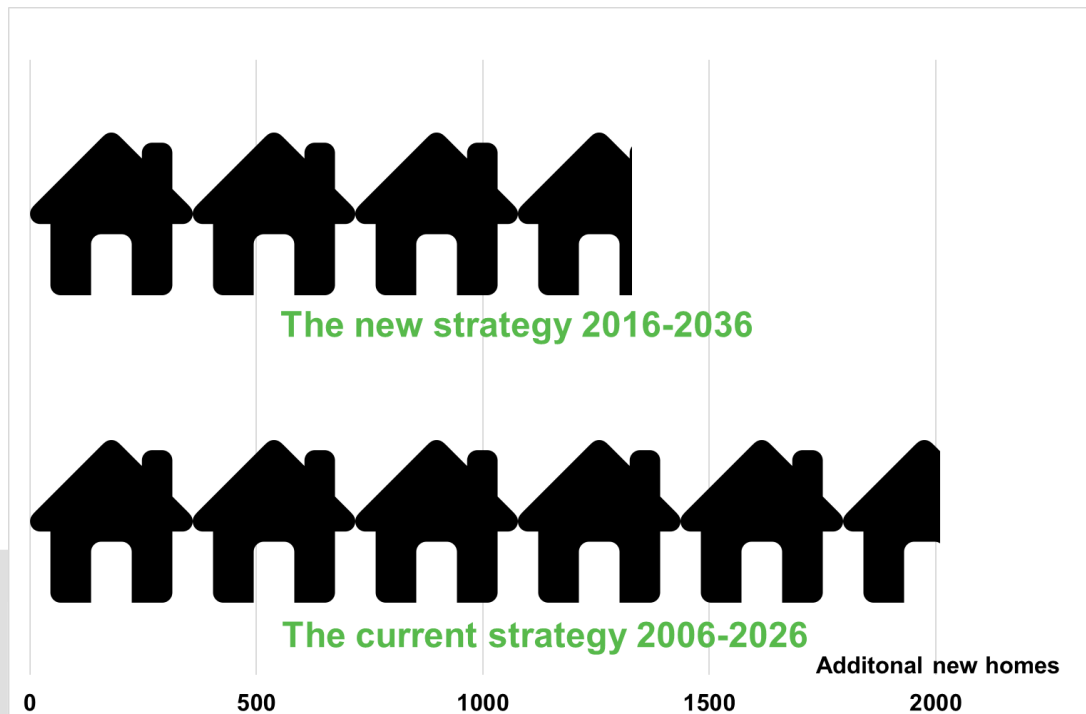
Scale of growth

How much should the town grow?

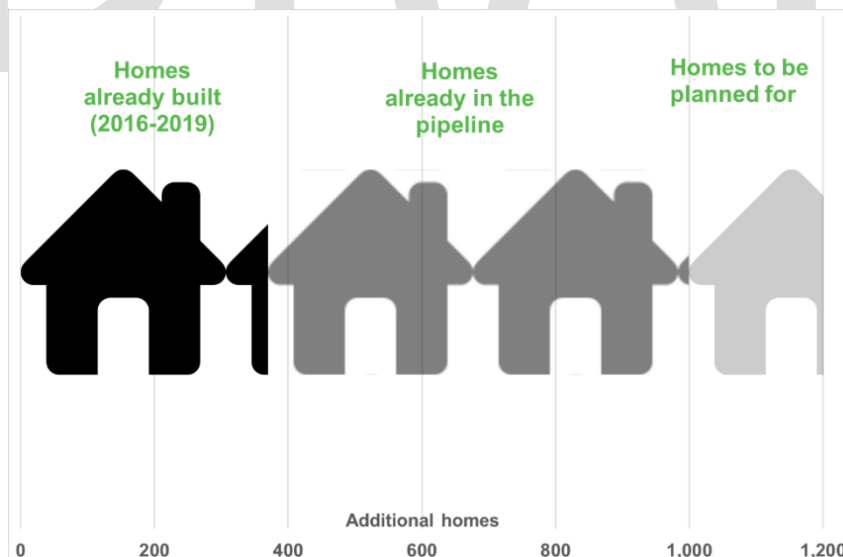
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Devizes is in the Chippenham Housing Market Area.
8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below.



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 2010 homes. The new strategy proposes a requirement of 1330 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.



11. When the number of homes built and in the pipeline is deducted it leaves a further 330 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The

¹ In Devizes 370 dwellings have been built between 2016-2019 and at 1 April 2019 629 homes are already in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Devizes Neighbourhood Plan). This includes 182 dwellings on sites allocated in the Devizes Neighbourhood Plan.

Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.

12. The current Devizes Neighbourhood Plan allocates land for development within the built up area of Devizes. The Devizes Neighbourhood Plan is currently being reviewed and covers a wider geographical area encompassing the neighbouring parishes of Bishops Canning and Rowde. At present the strategic housing need in the town will be met through allocations in the Local Plan.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 150 homes should be built on brownfield sites over the next 10 years².
14. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Meeting a brownfield target will reduce the need for greenfield sites in future reviews of the Local Plan. This could be positively addressed through the revised neighbourhood plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.
16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

17. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
18. On current evidence, further employment land is not needed at Devizes. Land is already allocated in both Local Plan. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

19. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development.

² Further detail can be found in the Emerging Spatial Strategy paper.

³ Further detail can be found in the Emerging Spatial Strategy paper.

They will be the basis for an overarching planning policy for Devizes that will guide development and the direction of growth.

20. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
- Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
21. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
22. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Devizes:

- Deliver homes to respond to local needs that are within the environmental constraints of the town recognising the proximity of the North Wessex Downs Area of Outstanding Natural Beauty, extent of best and most versatile agricultural land and air quality issues.
- Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre.
- Deliver jobs to maintain a buoyant local economy in Devizes, including bringing forward the employment allocations and employment development through mixed uses.
- Encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration Scheme.
- Ensure new development has high design standards to reflect the high-quality built form in Devizes.
- Ensure new development is well connected to the town centre to encourage the use of sustainable transport methods, particularly walking and cycling, and help alleviate traffic congestion.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

23. Land around much of Devizes is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focusing its own

assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Devizes, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.

24. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
25. At Devizes the Local Plan will identify a site(s) to meet the strategic housing need. The difficult question focuses on where and how the built up area may need to extend to accommodate change.
26. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important social, economic or environmental factors you think we've missed that need to be considered, generally or in respect of individual sites?

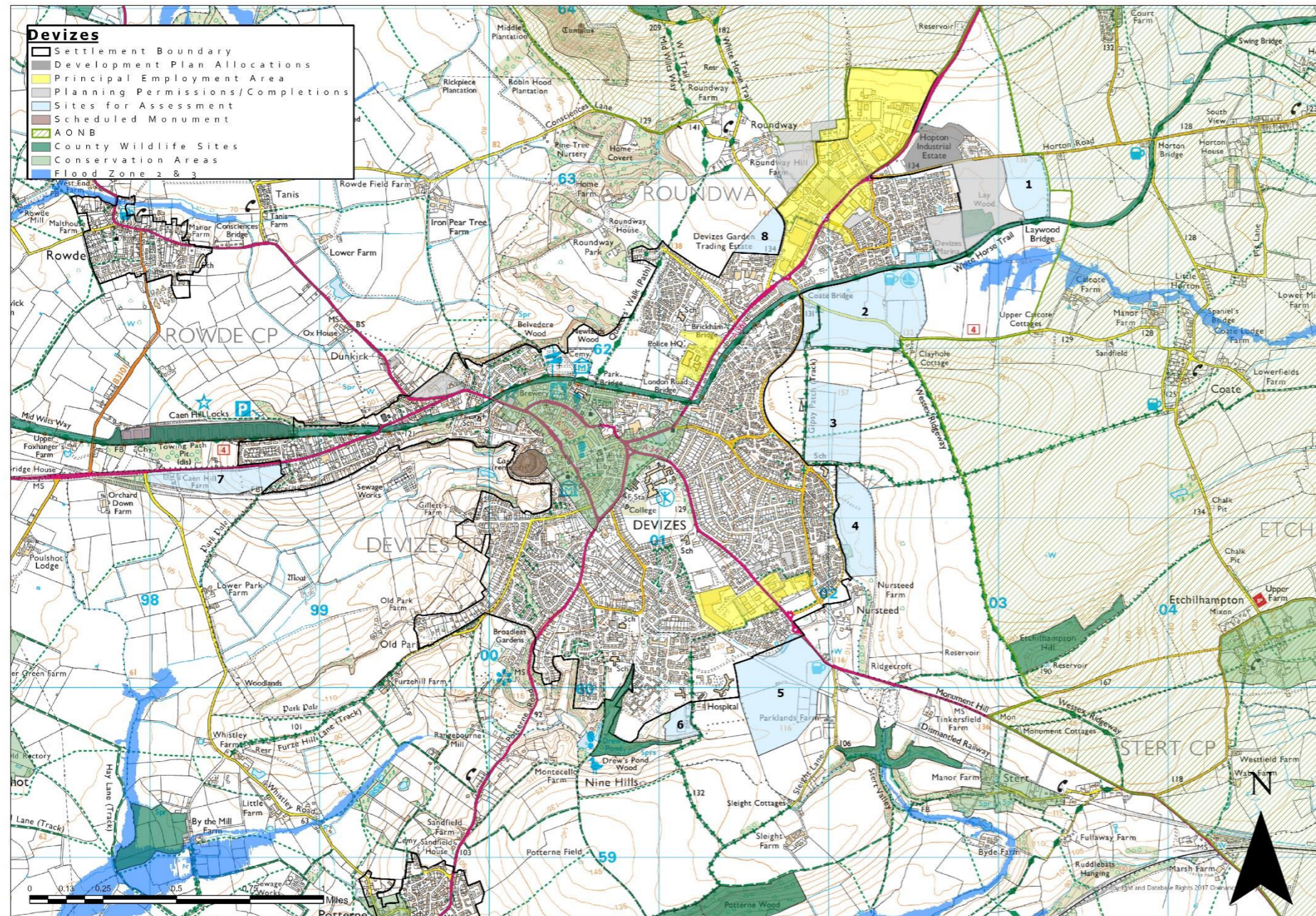


Figure 1 Map showing potential development sites for assessment

27. Eight potential sites have been identified at Devizes for further assessment of development potential. Not all of these sites will be allocated for development. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- Sites should be connected to the town centre by methods other than private transport to help improve air quality in the town.
- Contributions would be required to expand the existing secondary school and a safe walking route would need to be provided from a site to the school.
- Land for a new nursery site would be required.
- Groundwater investigations required for all sites except site 3. Surface water drainage would be considered for all sites.

Site 1: Land adjoining Lay Wood (Part of SHELAA site 662)

- Any development should take account of the setting of Grade II listed Leywood House and setting of the Kennet and Avon canal.
- Bounded by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation.
- High surface water and groundwater flood risk.
- Access to the site would be onto the A361 which suffers from congestion and delays. Transport solutions would need to be explored.
- The site is not physically well related to the town centre.

Site 2: Land at Coate Bridge (SHELAA sites 693a and b)

- Bounded by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation. Any development should take account of the wider rural setting to the canal.
- Access to the site would be onto the A361 which suffers from congestion and delays. Transport solutions would need to be explored.

Site 3: Land east of Windsor Drive (SHELAA site 624)

- Located east of Devizes between allotments on Windsor Drive and a public right of way. It is accessible via a bridleway but segregated from residential areas by an allotment site.
- Good access to a wider network of footpaths east of the town.
- Part of a gentle hill rising to the east of the town, the site has medium landscape sensitivity with higher sensitivity to the north of the site. Any development should be located away from the most sensitive areas.
- Ditches on site could indicate medieval activity and further investigation would be needed.
- Land may be needed to expand an existing primary school.

Site 4: Broadway Farm (SHELAA site 524)

- Located at the base of a sloping landform, consideration would need to be given to development being prominent on a rising landform and potential impact on the rural setting to the town.

- On the southern part of the site any development should take account of the impact on the setting of Grade II listed Nursteed Farm.
- Land may be needed to expand an existing primary school.

Site 5: Land off A342 and Sleight Road (SHELAA site 543)

- Dismantled railway embankment on site. The legibility of the railway should be maintained.
- Any development on the site should take account of the impact on the setting of the Grade II listed Fox and Hounds pub.

Site 6: Greenacre nursery (SHELAA site 3259)

- Any development on the site should take account of impact on the setting of the Grade II listed Roundway Hospital.
- Reuse of previously developed land.
- The sites is on a disused railway line which is a commuting route for bats. Any adverse impacts on bats known to be present in Drews Pond Wood must be explored and avoided.

Site 7: Caen Hill Farm and part of Garden trading Estate (SHELAA sites 3374 and 537)

- Access to the A361 is not achievable and Avon Road can only accommodate a small increase in traffic flows. The site is beyond reasonable walking distance to a bus stop. Transport solutions would need to be explored.
- The site is on a disused railway line which is a commuting route for bats. Any adverse impacts on bats known to be present in Drews Pond Wood must be explored and avoided.

Site 8: Land to the North East of Roundway Park (SHELAA site 549b)

- Any development on the site should take account of the impact on setting of the former Roundway Park Estate, which includes a number of Grade II listed buildings.
- Access to the site would be onto the A361 which suffers from significant congestion and delays. Transport solutions would need to be explored.
- Good pedestrian and cycling links.

Settlement profiles

28. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Early years education in the town is subject to planned expansion but will likely be operating at capacity following this. Further provision will be needed.</p> <p>There are some surplus primary school places across the town. Trinity Primary School and Wansdyke Academy could be expanded by 105 places each. St Joseph's Primary and Nursteed Primary cannot be expanded. However, the latter and Southboom Infant and Junior are subject to most of the town's surplus provision. Southboom Junior could also be expanded by 60 places to bring it to 3Form Entry.</p> <p>Devizs Academy is subject to some surplus places, but an expansion is likely in meeting the needs arising from new housing development.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Devizes are currently unconstrained. Some of the infrastructure is unconstrained whereas some is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p>

Topic	Comment
	<p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Devizes there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • A 3GATP (3rd generation artificial turf pitch) as required by the Wiltshire Playing Pitch Strategy is being built at Green Lane, Devizes. There is no further requirement for additional pitches. However, there is a need to upgrade existing grass pitches. • There is a need for a replacement ATP at Devizes Leisure Centre. This facility is shared by the school. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Devizes Leisure Centre will be informed by this work, which will include planned growth and demand.
Health	<p>Devizes has one of the lowest amounts of primary care support in Wiltshire. In September 2016 it had the second largest gap in provision in the Wiltshire Care Commissioning Group (-612m²). This was predicted to increase to -820m² by 2026.</p> <p>A new health centre is due to be completed in 2021. NHS Treatment Centre is located next door. An Integrated Care Centre has been approved which will provide additional required primary care capacity and allow old Devizes Hospital site to be sold.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 27% in the 60-74 age group and 80% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 6% and the 15-29 age group to decrease by 2%. Finally, the 30-44 age group is expected to decrease by 1% and the 45-59 age group to decrease by 14%.</p> <p><u>Local Household Incomes</u></p> <p>The annual average gross income is £35,400 and the net income after housing costs is £29,200.</p> <p><u>Affordability Ratio (based on 2 bed property)</u></p> <p>Median price is £181 400 Annual gross income £35 400</p>

Topic	Comment
	Affordability ratio is 5.2.
The local economy	<ul style="list-style-type: none"> • High concentration of employment in the public administration and defence, manufacturing and construction sectors • Significant investments at Hopton Road Trading Estate including expansions at MSA Latchways, Cross Manufacturing and Bakkavor. • Market interest in the town. • Low levels of unemployment • Limited supply of employment sites and premises, particularly affordable sites • There are regeneration opportunities, e.g. Devizes Wharf, and there is high tourism offer, e.g. Wadworth Visitor Centre and Kennet & Avon Canal • Town centre unit vacancies are below the national average. • There is minor capacity for additional convenience and comparison retail floor space up to 2036. • A good variety of food retail is noted and additional floorspace will need to be tested against their impact on town centre vitality and viability.
Transport	<p><u>Key features</u></p> <p>Geographically positioned in the centre of the county, the main highway routes radiate outwards providing links towards the north, east, south and west of Wiltshire via the A361, A342 and A360.</p> <p>Devizes benefits from a town bus service and is linked by the key bus network to Trowbridge and Swindon and has buses to Chippenham, Salisbury, Bath and a number of neighbouring villages.</p> <p><u>Current constraints/local concerns</u></p> <ul style="list-style-type: none"> • Highway congestion causes delay and significantly contributes towards poor air quality. • A designated Air Quality Management Area (AQMA) is in place. • Peak hour delays on the A361 and into key destinations affect bus services (partly as a result of a lack of bus priority measures). • Devizes does not have a railway station and bus links to nearby rail stations are not ideal.

Topic	Comment
	<ul style="list-style-type: none"> • Increased pressure on highway network as a result of significant development growth could exacerbate the existing AQMA and encourage rat running. <p><u>Opportunities</u></p> <ul style="list-style-type: none"> • Devizes Transport Strategy highlights key junction improvements on the A361. Developer funding will be used to implement these schemes. • There are long term aspirations to provide a railway station near Lydeaway on the Berks and Hants railway line to improve connectivity to and from the town.

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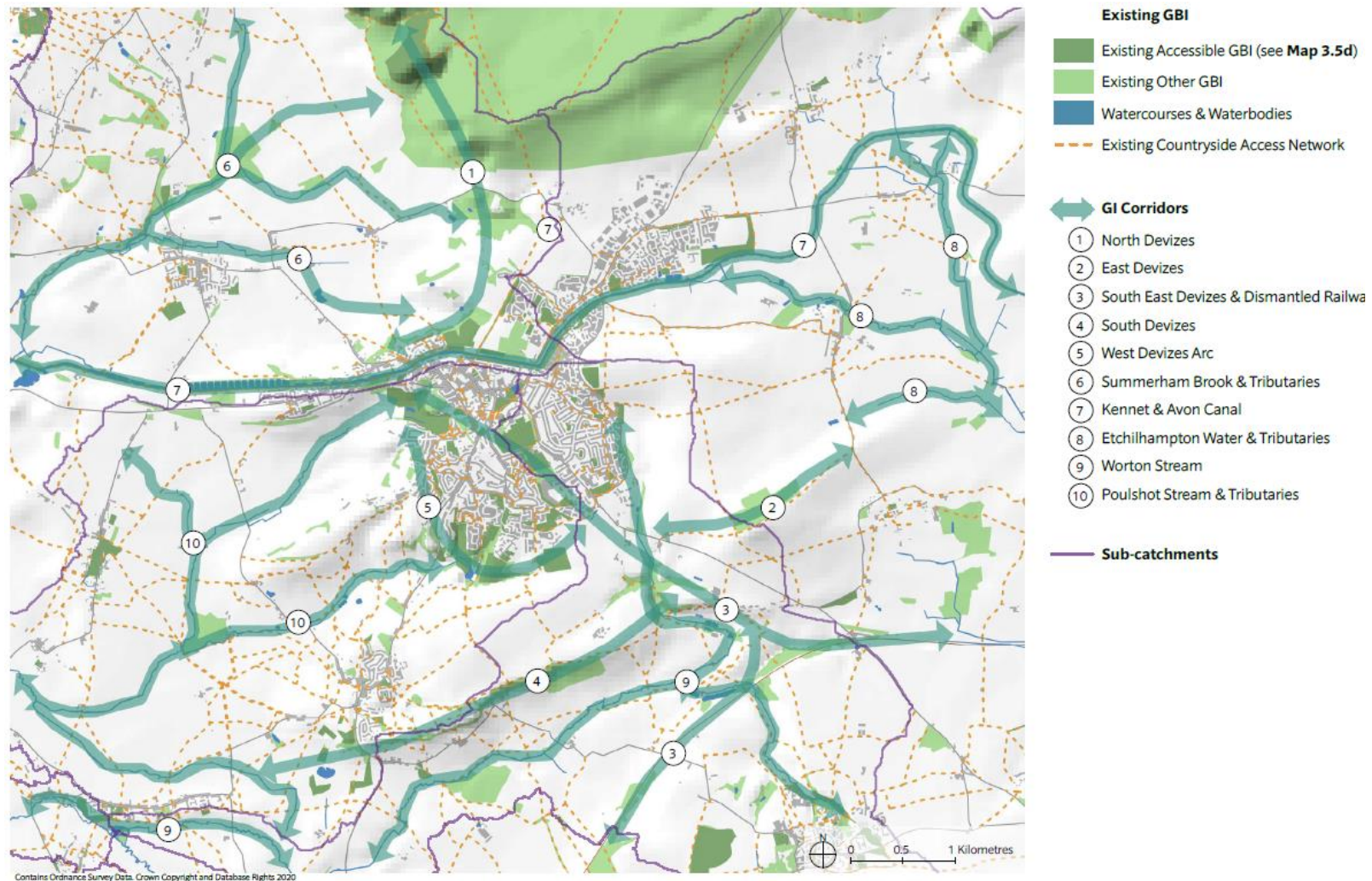


Figure 2 Map showing Devizes Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

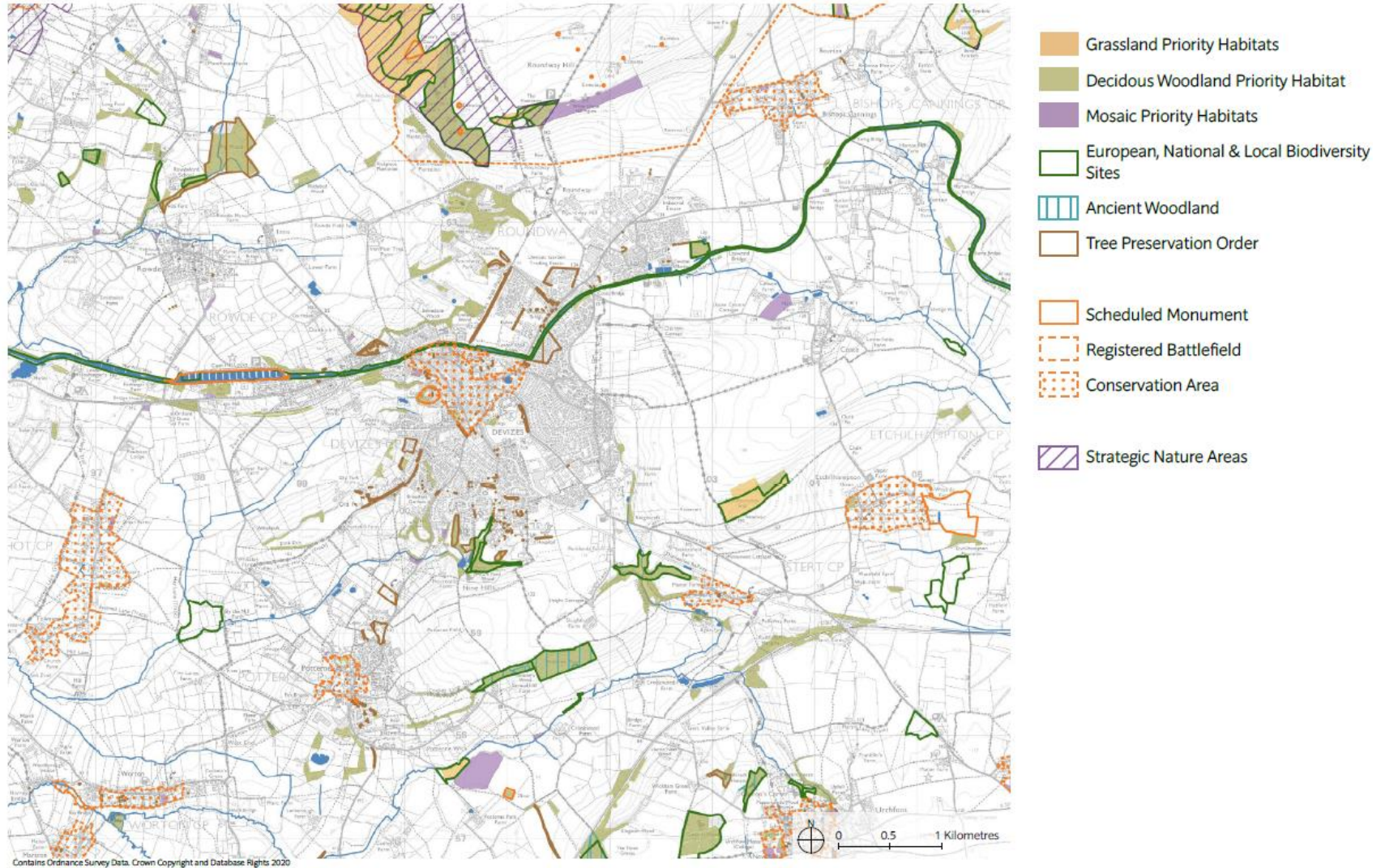


Figure 3 Map showing Devises Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Devizes – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Devizes – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Devizes the requirement emerging is for an additional 1330 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Devizes Neighbourhood Plan. Taking account of this amount approximately 330 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process

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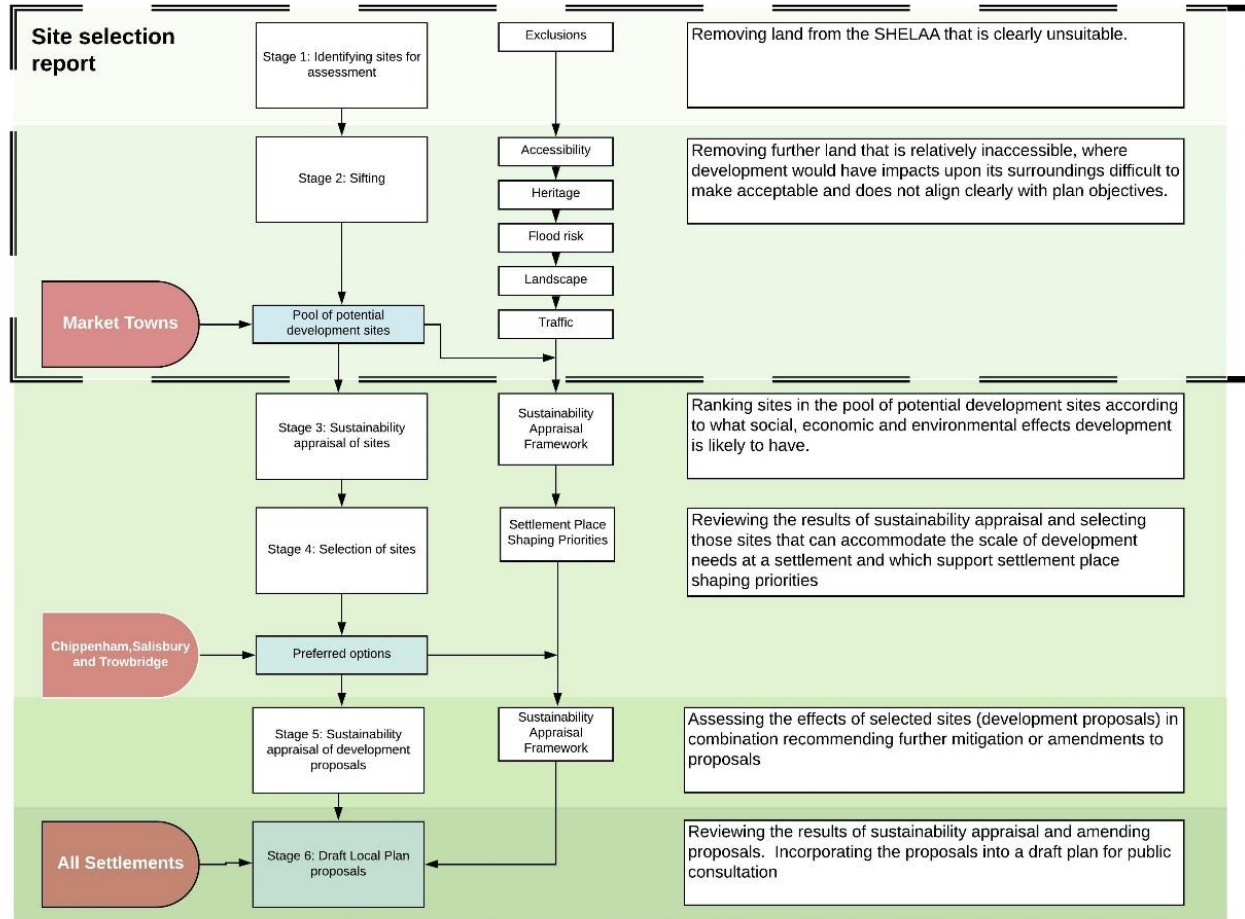


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, Habitats Regulation Assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Devizes and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no land has been excluded at this stage.

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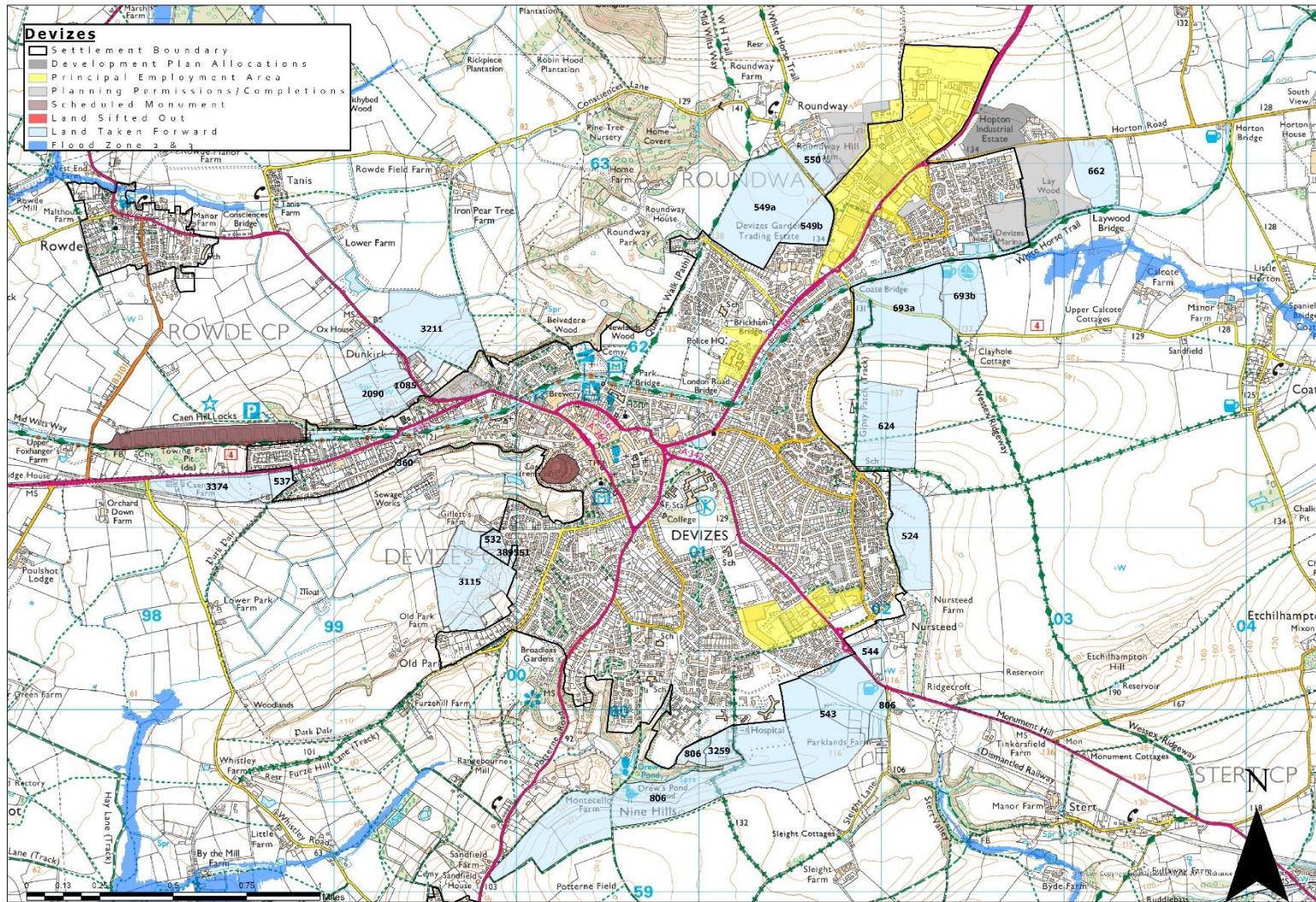


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
39. This strategic context evidence describes the settlement's:
- Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
- The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.
41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Devizes is shown in the table below:

Devizes Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>The town is located at the crossroads of the A361 and A342 which enables good road links to Chippenham, Swindon and the M4. Funding has recently been awarded to assess the viability of reinstating a railway station at Lydeaway, south east of the town, which would potentially improve public transport offer to and from the town.</p> <p>Housing development has also occurred to the north east of the town in the London Road area. There are a number of large industrial estates to the north east of the town.</p> <p>In recent years development has also occurred on brownfield land at Le Merchant Barracks and Quakers Walk. Land has also been allocated in the Devizes Neighbourhood Plan and this has focused on smaller brownfield sites within the existing built form of the town. Some of these allocations are still to come forward.</p> <p>Physically Devizes is constrained to the west of the town by Caen Hill and the associated locks. It is constrained to the north by the setting to Roundway Hill and Devizes White Horse. The North Wessex Downs Area of Outstanding Natural Beauty to the north and east provides a further landscape consideration for growth. It is also constrained to the west by Devizes Castle, its grounds and the gradient of the land in this area.</p>
Significant environmental factors	<p>The North Wessex Downs Area of Outstanding Natural Beauty (AONB) is located to the north and east of the town and land on this side of the town provides an important setting for the AONB.</p> <p>There have been air quality issues in recent years linked to traffic congestion in the town. There is an AQMA designated around Shane's Castle.</p> <p>The Kennet and Avon Canal runs though the town providing green and blue infrastructure and opportunities for recreation.</p> <p>Roundway Hill and Devizes White Horse sit to the north of the town and land to the north of the town provides an important setting for this landscape.</p> <p>Devizes has numerous heritage assets including the castle, Caen Hill locks, an attractive and well-regarded town centre and Devizes Wharf.</p>
Scale of growth and strategic priorities	<p>The scale of housing growth in Devizes is relatively low reflecting its more constrained nature.</p> <p>The town has a strong and varied economic base with key employers in the town centre, including Wadworth's Brewery and large industrial estates to the north east of the town. This area includes a strategic employment allocation from the Wiltshire Core Strategy on land at Horton Road. There is a good degree of self-containment within the town.</p> <p>Devizes has rich cultural heritage and there is a long term development project to regenerate the Devizes Wharf and Assize Court.</p>

	<p>The following strategic priorities have been identified for the town:</p> <ul style="list-style-type: none"> • Deliver homes to respond to local needs that are within the environmental constraints of the town recognising the proximity of the North Wessex Downs AONB, extent of best and most versatile agricultural land and air quality issues. • Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre. • Deliver jobs to maintain a buoyant local economy in Devizes, including bringing forward the employment allocations and employment development through mixed uses. • Encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration Scheme. • Ensure new development has high design standards to reflect the high-quality built form in Devizes. • Ensure new development is well connected to the town centre to encourage the use of sustainable transport methods, particularly walking and cycling, and help alleviate traffic congestion.
<p>Future growth possibilities for the urban area</p>	<p>There are opportunities for some growth at the town. For the reasons outlined above most sites for consideration are located on the eastern, north eastern and south eastern edge of the town with just a couple of sites to the west. The A361 which suffers from significant congestion and delays so transport solutions would need to be explored for any sites that access onto the A361.</p>

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

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Ref	Site name	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken forward?
360	Car breakers yard off Webbs Lane	Yellow	Green	Green	Green	Red	<p>The is a small site at the top of Caen Hill. The site presents some potential issues associated with traffic generation, however the scale of the site and the removal of traffic from existing use may mean it would not significantly impact on congestion on the A361 Bath Road.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
524	Broadway Farm	Yellow	Green	Yellow	Green	Yellow	<p>The site is located to the east of Devizes but is well screened by extensive tree planting from Windsor Drive to the west and by landform to the east. There is potential heritage impact on the setting of listed Nursteed Farm southern half of the site.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
337	Ticknell & Son, Part of Garden Trading Estate	Yellow	Green	Green	Green	Yellow	<p>The is a small site at the top of Caen is contained between the former railway line and road. The old railway embankment to the south makes an effective screen to all views from Whistley Road and to the south west although care would need to be taken to ensure that rooflines do not crest this natural barrier.</p> <p>The site may provide access to site ref 3374, so both sites should be considered in combination for future assessments.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
543	Off A342 and Sleight Road	Yellow	Green	Yellow	Yellow	Green	<p>The site is located to the south of Devizes, the site is well screened from the north west with good planting along Marshall Road. The north eastern boundary along the A342 is more open and would require significant mitigation. The southern boundary of the site is also open with intermittent views along Sleight Lane and to the wider landscape beyond and would require significant mitigation to reduce the urban encroachment into the rural setting.</p>	✓

						<p>There would be potential impact on setting of the grade II listed Fox and Hounds and this should be considered along with risk of coalescence of Devizes with Nursteed village which contains several listed buildings.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
544	Off A342 (behind Fox & Hounds)					<p>The site is the last remaining greenfield site to separate the hamlet of Nursteed from the outskirts of Devizes and thus risks losing its distinctive village character completely if developed.</p> <p>There is also potential heritage impact on the setting of the grade II listed Fox and Hounds as a rural public house and likely significant impact on settings of Nursteed Place (formerly the Elms) and Nursteed Lodge.</p> <p>Exclude from further consideration on landscape and heritage grounds.</p>	X
550	Land to the south of Roundway Hill Farm					<p>The site is located to the north of Devizes and is both highly visible from the White Horse Country Park, and North Wessex Downs AONB.</p> <p>Development of the site would also likely to contribute to unacceptable coalescence with Roundway hamlet and impact on settings of listed buildings within it including Roundway Hill Farm.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361. There are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
624	Land to the east of Windsor Drive					<p>This site is located to the east of Devizes and is separated from the built up edge of the town by allotments. The site is generally well screened and the landform helps to shield it from most views. It is generally only visible from Windsor Drive as the site rises up the hill, but this can be mitigated with suitable planting, and is not a sensitive view in any case.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓

662	Land Adjoining Lay Wood						<p>This site is located to the north east of Devizes and the western part of site has planning permission for housing development which has been built out. The remaining part of the site on Horton Road is currently very exposed with little screening from both near views along Horton Road and from further views along the A361 to the North and Coate Lane to the south. The site also bounds the green infrastructure corridor of the Kennet and Avon Canal. There would need to be substantial mitigation to the boundaries of the development to prevent the site being seen as urban encroachment into the countryside.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
806	Land to the South East of Devizes						<p>This is a large site that runs along the southern edge of Devizes. The site is adjacent to the green infrastructure corridor of Drews Pond Nature reserve and the local streams and tree lines that link to this, as well as an allotment site. Middle distance views of the site can be gained from Sleight Lane which would require considerable planting to mitigate the urban encroachment into the countryside. The southwestern tip of the site comes within 130m of the nearby village of Potterne risking coalescence with Devizes.</p> <p>Development would impact to a degree on the settings of grade II listed Roundway Hospital (former County Asylum) and the grade II listed Fox and Hounds rural pub. There is high surface water flood risk on the site.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
1085	Former Dunkirk Hill Farm						<p>The site is located on the north western side of Devizes and has broken views to and from Dunkirk Hill due to its gentle rise up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. Whilst the skyline has already been broken on the hill crest by the housing development at High Lawn, any further development down this slope would cause further erosion to the urban edge defined by this crest and urban encroachment into this rural setting. There is also potential impact on the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside.</p> <p>The site is close to Shanes Castle AQMA with a constrained junction at A361 Bath Road and A342 Dunkirk Hill. A junction improvement scheme has been developed at an estimated cost of £1m. The available pedestrian and cycling route is poor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X

2090	Dunkirk Hill Farm						<p>The site is located on the north western side of Devizes and has broken views to and from Dunkirk Hill due to its gentle rise up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. Whilst the skyline has already been broken on the hill crest by the housing development at High Lawn, any further development down this slope would cause further erosion to the urban edge defined by this crest and urban encroachment into this rural setting. Development would also affect the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside and Oxhouse Farm. There is high surface water flood risk on the site.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
3115	Land at Hillworth Road						<p>This site is located to the west of Devizes and whilst the site is hidden from views from the town centre its position on a west facing slope would make its development highly visible from Whistley Road and North Lower Park Farm. Currently the development of Devizes is well screened from these views and development on this site could be seen as urban encroachment into the countryside.</p> <p>The site is within Devizes Old Park (royal hunting park) which remains otherwise largely open. The west part of the site may impinge on wide views of Castle Mound (Scheduled Monument) and would reduce ability to interpret as defensive site in landscape. There could be possible impact on setting of the listed Old Park and the associated adjacent Old Park Farm.</p> <p>Exclude from further consideration on landscape and heritage grounds.</p>	X
3211	Land bottom of Dunkirk Hill						<p>The site is located to the north of the town and is currently very open from Dunkirk Hill especially the south of the site that gently rises up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. There is potential impact on the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside.</p> <p>There is high surface water flood risk on the site.</p> <p>The site is located close to Shanes Castle Air Quality Management Area (AQMA) with a constrained junction at A361 Bath Road and A342 Dunkirk Hill. A junction improvement scheme has been developed at an estimated cost of £1m.</p>	X

						Exclude from further consideration on landscape grounds.	
3259	Greenacre Nursery, Green Lane					<p>This brownfield site is located to the south of the town and is generally well screened although there is a potential restriction to the south where the existing trees lead to a stream and then on to the Drews Pond Nature Reserve. There is potential impact on the setting of the grade II listed former Roundway Hospital (former County Lunatic Asylum).</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3374	Caen Hill Farm, Whistley Road					<p>The site is located to the east of the town on Caen Hill and is adjacent to the dual carriageway. It has interrupted views along much of its northern boundary to the A361 where the existing hedge and tree line would need reinforcement. The old railway embankment to the south makes an effective screen to all views from Whistley Road although care would need to be taken to ensure that rooflines do not crest this natural barrier.</p> <p>Access would be potentially required through site ref 537 so these sites should be considered together for future assessments</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3614	Land at Roundway / Hopton Industrial Estate, Devizes					<p>The site is located to the north east of the town and is both highly visible from the White Horse Country Park, and North Wessex Downs AONB and if developed will cause the coalescence of the Hamlet of Roundway with the urban area of Devizes.</p> <p>There is also potential impact on the settings of listed buildings, Roundway Hill Farm in particular.</p> <p>There is high surface water flood risk on the site.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X

549a	Land to the North East of Roundway Park	Yellow	Green	Yellow	Red	Red	<p>The site is located to the north of the town and is both highly visible from the White Horse Country Park, and North Wessex Downs AONB and if developed will cause the coalescence of the Hamlet of Roundway with the urban area of Devizes. It may also impact on settings of listed buildings within Roundway village and impinge on extensive designed setting of former Roundway House.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
549b	Land to the North East of Roundway Park	Green	Green	Yellow	Yellow	Red	<p>This site is located to the north of Devizes but is more well related to the built form than other sites in this area. It has very little screening which makes it very exposed from Folly Road and the outskirts of the hamlet of Roundway.</p> <p>From a heritage perspective the key buildings in Roundway hamlet are farmsteads which have a fundamental relationship with surrounding land. Mitigation is therefore difficult although this site is closer to existing built area of Devizes could possibly be mitigated by establishing a new landscape boundary along established SW-NE building line. Only with major screening to the north east could impact on Roundway, the North Wessex Downs AONB and White Horse Country Park be reduced.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
693a	Land at Coate Bridge 1	Yellow	Green	Green	Green	Red	<p>The site is located to the east of Devizes and bounds the Green Infrastructure Corridor of the Kennet and Avon Canal to the North with distant views of the North Wessex Downs AONB further to the north. There is also some potential impact on views further along Coate Lane looking back towards Devizes which currently have a rural character.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the</p>	✓

							A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.	
693b	Land at Coate Bridge 2						The site is located to the east of Devizes and bounds the Green infrastructure Corridor of the Kennet and Avon Canal to the north with distant views of the North Wessex Downs AONB further to the north. There is also some potential impact on views further along Coate Lane looking back towards Devizes which current have a rural character. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.	✓

The following sites have been combined:

Ref	Reason
693a and 693b	These sites form abut each and pysicaly form one large site. Both sites may not be required to deliver the quantum of development being sought for the town.
3374 and 537	Site 537 is likely to be required to access site 3374.

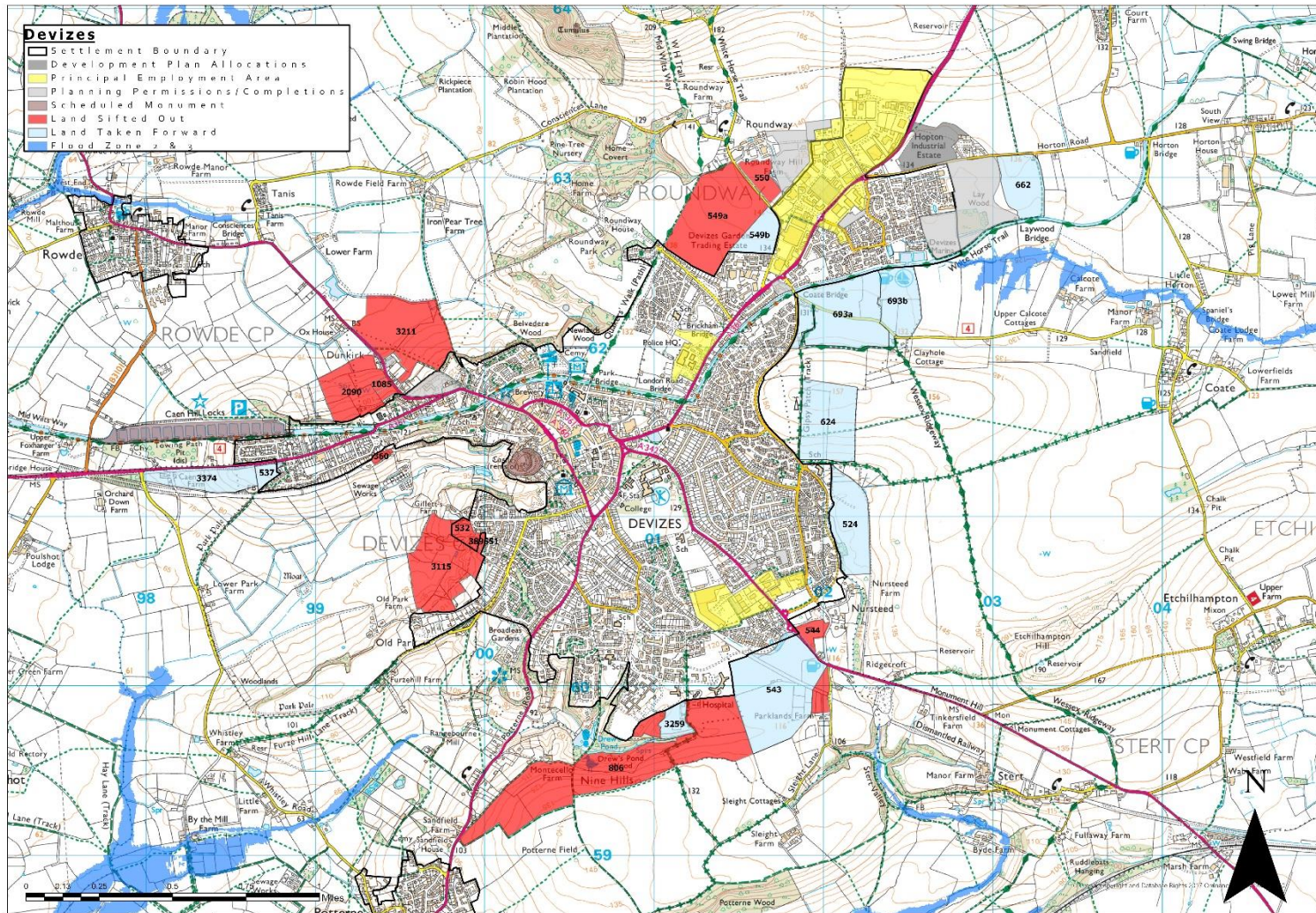


Figure 3 Map showing results of Stage 2 SHELAA land sifting

DRAFT

Conclusion

46. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

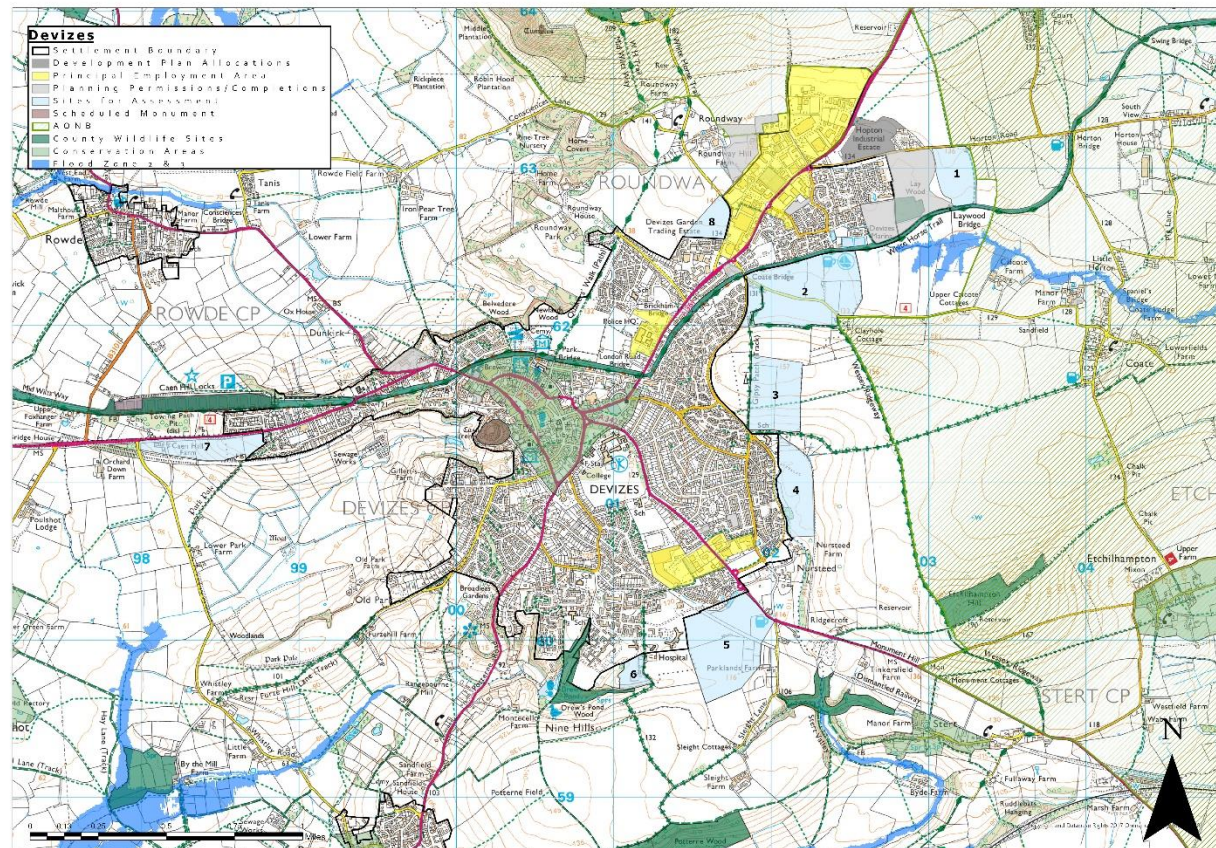


Figure 4 Map showing pool of potential development sites

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Planning for Trowbridge

Introduction

1. What will Trowbridge be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions could affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Core Strategy is currently the basis for determining most planning applications. It covers the period 2006 to 2016. It identifies land for development and hence provides for new homes and jobs whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within whilst enhancing the environment.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

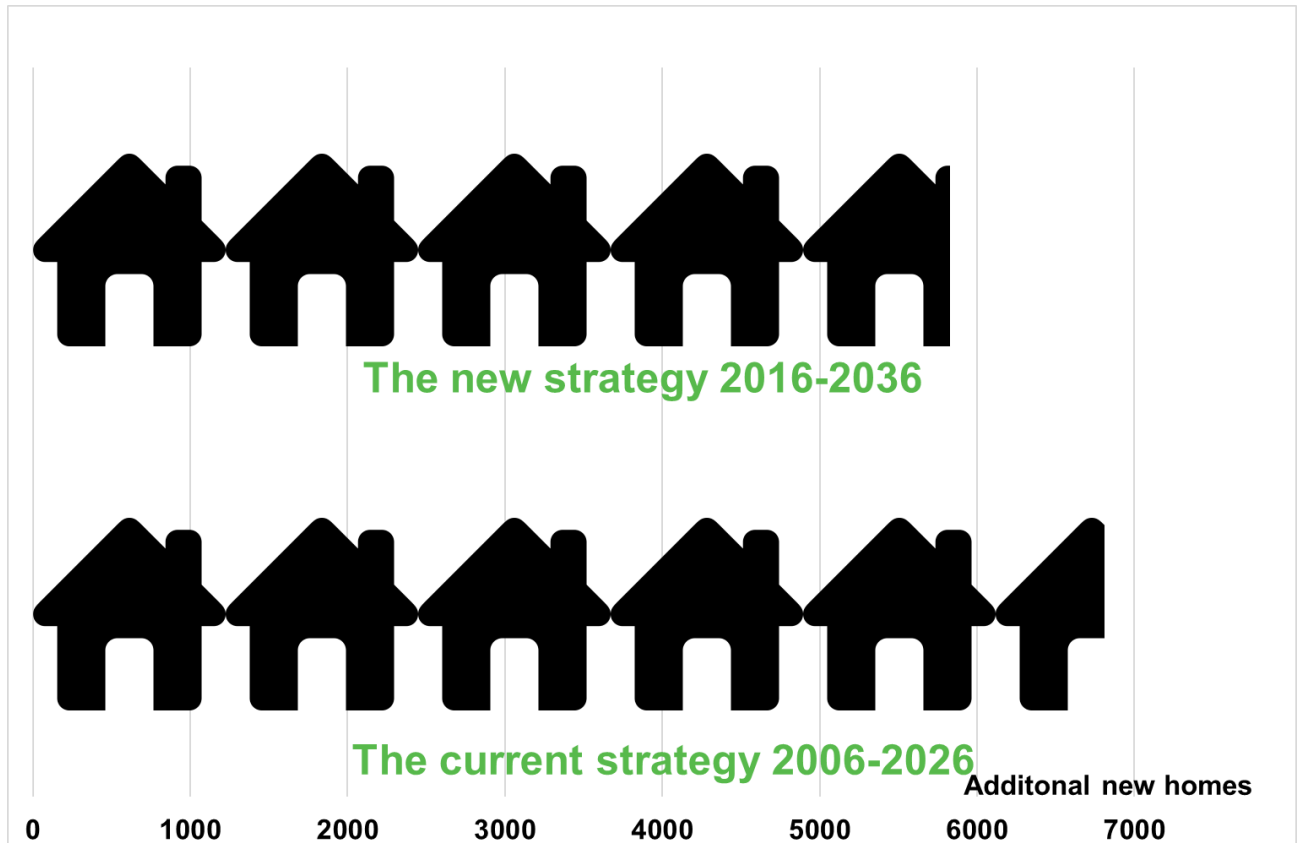
How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

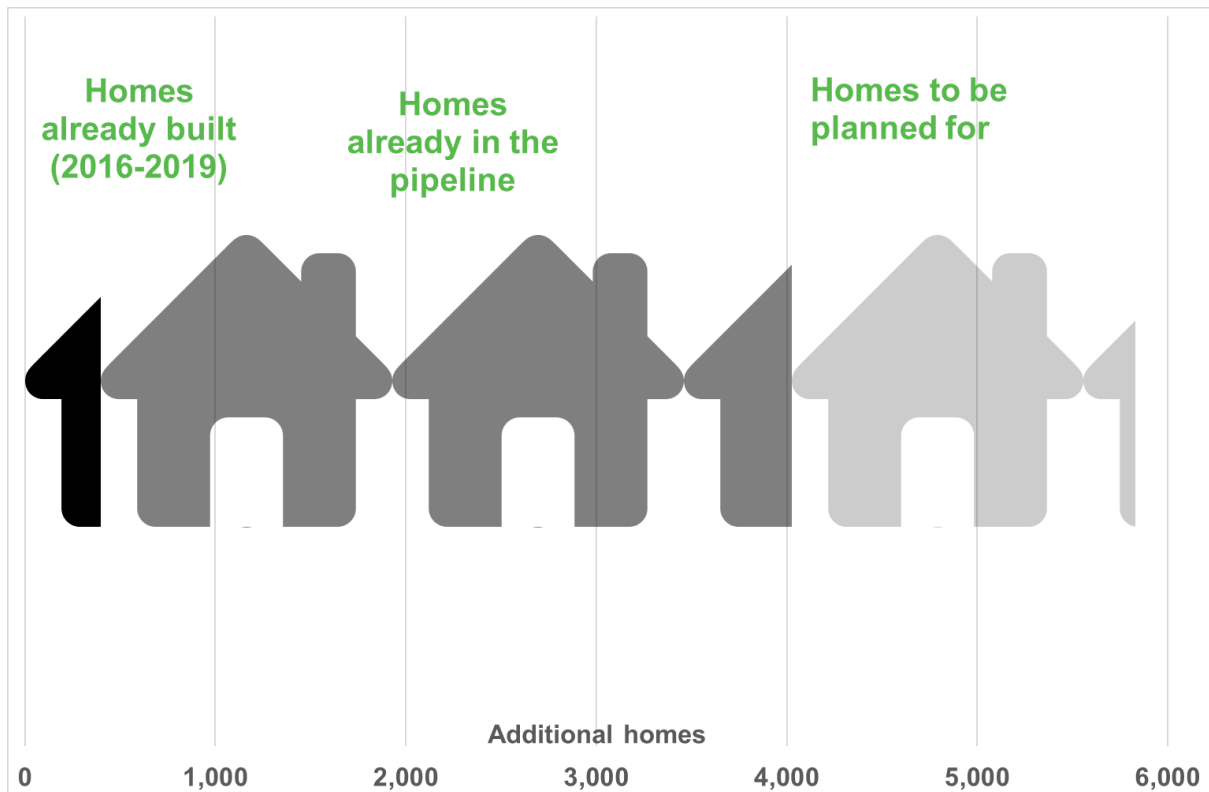
7. Assessments estimate levels of need for new homes within defined 'housing market areas'. These defined areas reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Trowbridge is in the Trowbridge Housing Market Area.

8. The Council has considered how best to accommodate the need for new homes over the plan period (2016-2036), setting scales of growth by testing different distributions across each of the defined housing market areas. The result of this work suggests the scale of growth should change from what is currently planned for in the Wiltshire Core Strategy as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 6,810 homes. The new strategy proposes a requirement of 5,830 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Trowbridge 398 dwellings have been built between 2016-2019 and at 1 April 2019 3,627 dwellings are already in the pipeline i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Wiltshire Core Strategy or Wiltshire Housing Site Allocations Plan.



11. When the number of homes built and in the pipeline is deducted from the overall forecast requirement, it leaves a further 1,805 homes to be accommodated up until 2036. However, in order to deliver a full range of necessary education infrastructure to support long-term growth at the town, it is considered necessary and appropriate to increase this number to circa 2,600 homes, with a significant proportion of this quantum being delivered beyond 2036.
12. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will allocate land where necessary to ensure a supply of deliverable land to meet the overall scale of housing needs and for large or complex sites.
13. The need for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 370 homes should be built in Trowbridge on brownfield sites over the next 10 years².
14. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a supply of deliverable land sufficient to meet assessed need. However, land supply cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Planning positively for the redevelopment of brownfield sites can work alongside allocations of greenfield land. Indeed, where there can be certainty about brownfield sites coming forward – e.g. by working positively with landowners to promote

² Further detail can be found in the Emerging Spatial Strategy paper.

deliverable development schemes, then this will reduce the amount of greenfield land needing to be allocated in this review of the Wiltshire Core Strategy.

16. In Trowbridge, the Trowbridge Neighbourhood Plan is being prepared and this may identify brownfield sites on which homes could be built. The Neighbourhood Plan will also be able to propose sites, for example, that meet a particular housing need e.g. self-build. Once part of a neighbourhood plan such sites could reduce the scale of greenfield land allocated through the Local Plan review process.
17. Neighbourhood plans, alongside development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate, sustainable development.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, no further employment land is needed at Trowbridge. Sufficient land is already allocated in the existing Wiltshire Core Strategy.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

20. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Trowbridge that will guide development and the direction of growth.
21. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:
 - Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Realistic and deliverable infrastructure requirements for which there are local aspirations, or that are necessary to support likely future growth
22. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits to the place.

³ Further detail can be found in the Emerging Spatial Strategy paper.

23. They are also a starting point for establishing policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to identify the priorities best suited to delivering sustainable development and town centre improvements. These are the draft priorities for Trowbridge, which we are seeking your views on:

To deliver an appropriate mix, tenure and type of housing to meet local needs.

To improve the resilience of the town centre by:

- protecting, improving and extending the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss, further enhancing it as a key feature of the town that connects and draws residents towards the town centre
- regenerating and repurposing the town centre / Trowbridge central area as a resilient service area that supports the development of the whole town and wider area, though the delivery of the Trowbridge Masterplan and Neighbourhood Plan. These plans will be outcome focused and help deliver a holistic strategy for the town centre that encourages spending, improves accessibility, better manages traffic and parking and safeguards heritage.
- focusing leisure and retail developments in the central area in order to safeguard the integrity of the town centre as a destination of choice.

To deliver job growth and encourage business investment at the town to support job growth and greater levels of self-containment, thereby help reduce the need to travel away from the town.

To improve the range of transport modes that serve the town to reduce reliance on the private car and, levels of traffic congestion in the town.

To respect the integrity of the Bath & Bradford on Avon Bats Special Area of Conservation (SAC) by protecting and enhancing wherever possible important bat habitats around the town, as set out in the adopted Trowbridge Bat Mitigation Strategy. In particular, the pattern of planned growth at the town should be guided by the environmental constraints that limit the spatial options for development.

To ensure that a town-wide approach to future education provision is taken that addresses the need for primary and secondary places in appropriate locations.

To balance the need to accommodate additional growth at the town with the need to respect, as far as is reasonably practicable, the individual identities of the villages of Hilperton, North Bradley, Southwick and West Ashton within the landscape setting of Trowbridge and their relationship to the town.

To protect, improve and extend the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss

QUESTIONS

Are these the right place shaping priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Preferred Development Sites

Where should development take place?

24. Land around much of Trowbridge is being promoted for development by landowners or prospective developers. From this large pool of potential site options, the Council has focused its own assessment on a smaller pool of potential development sites and has selected preferred options in order to test whether the emerging Spatial Strategy is capable of meeting the forecast development needs for the town. A map illustrating this pool of potential development sites and the preferred sites is provided below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document.
25. The Local Plan must ensure that the proposed scale of growth will be accommodated at the town. The amount to be planned for takes account of development that is already certain and, in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission. The re-use of previously developed land within the existing urban area will continue to be supported, as this reduces the need to allocate greenfield land. Moreover, such sites are generally well located and can relieve pressure for new infrastructure, as well as help regenerate urban areas. However, the scale of growth for Trowbridge is so substantial that significant greenfield sites will need to be identified.
25. If Trowbridge is to expand, the next difficult question focuses on where and how the existing built-up area may need to extend to accommodate new development. Therefore, what will the role be for the release of greenfield land at Trowbridge and where is it most appropriate to consider development options?
26. The proposals set out in this paper are premised on the delivery of a self-contained and sustainable new community that seeks to enhance the role of the town, whilst acknowledging the need to protect the environment and integrity of existing communities.
27. The proposals have therefore been shaped by a range of key considerations, including potential effects on landscape, heritage assets (designated and non-designated) and ecology, as well as the need to address climate change through positive adaptation and mitigation measures. As a result of running the site selection process, the preferred option at this stage of the plan making process combines sites 4 and 5.

QUESTIONS

Do you agree these sites are the most appropriate upon which to build? If not, why not?

Considering the environmental constraints around the town, what other reasonable options should the Council consider investigating in order to address the identified forecast development needs for the place?

What are the most important aspects to consider if these sites are going to be built on?

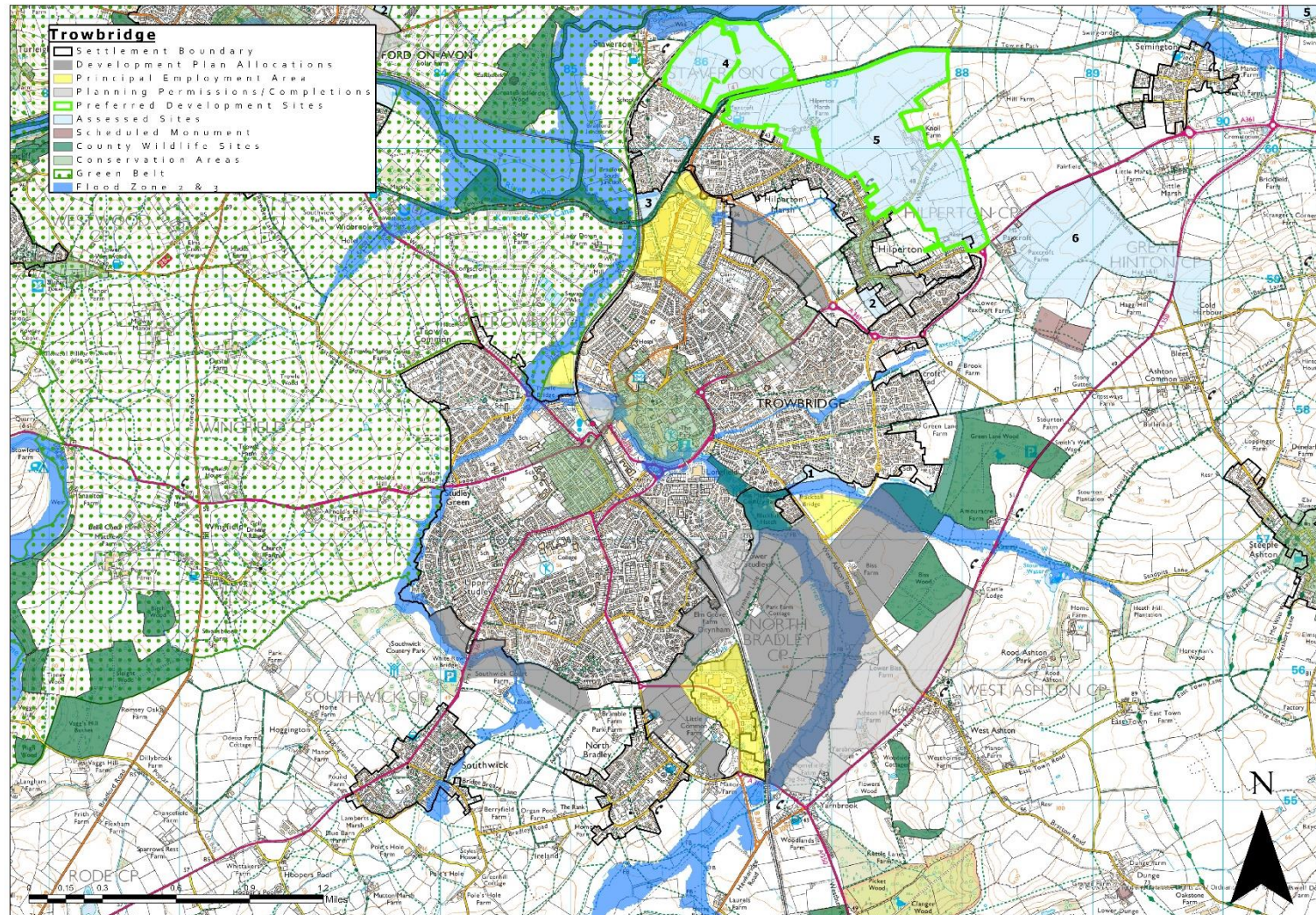


Figure 1 Stage 3: Sustainability Appraisal map with Preferred development sites highlighted

28. The size of these preferred development sites is likely to see construction continuing beyond the end of the plan period (2036). However, the scale of proposals allows us to set in place a new long-term boundary for the town. It also provides long term certainty to infrastructure and other service providers.
29. Planning at scale provides better opportunities to moderate existing and future carbon emissions. It secures large areas of land that help the town adapt to increased rainfall and summer heating, such as from more frequent extreme weather events. It allows for development to be planned in a manner that focuses on providing land to enhance biodiversity and protect habitat to thereby help communities adapt to and mitigate for the effects of climate change. It also provides a critical demand mass that will enable off-grid renewable energy generation to help meet needs for such things as vehicle charging and the switch to carbon free domestic heating.
30. The proposals set out in this paper offer opportunities for a properly integrated and comprehensive route network for pedestrians and cycles, seeking to reduce the need to travel by car. They will also provide for a mix of dwelling styles, tenures and forms, including self-build and provision by small to medium sized building firms, all of whom will be required to produce buildings to the highest sustainable construction methods.

Concept Plans

31. In looking to the future, it is acknowledged that development proposals must be designed in a manner that respects the character of Trowbridge and its surrounding villages. As the demand for new housing at the town remains a key consideration for the Local Plan to address, so is where that development should be focused. Within an ever-diminishing pool of relatively unconstrained land around the town to choose from, the Council recognises that there are no 'easy' solutions for meeting the development needs of the town.
32. Indeed, as a result of the work undertaken to date the most sustainable options for accommodating growth lie to the north and east of the town on land with a close functional relationship with the village of Hilperton. However, it is also acknowledged that protecting the integrity and identity of Hilperton village will need to be a critical factor in terms of shaping how any future new development is planned. In this regard more recent development proposals and new communities (e.g. Paxcroft Mead) have sought to achieve.
33. Concept plans for each component of the proposed preferred development site show a way the land identified could be developed and still respect the key characteristics of the area, including the identity of Hilperton village. They show the undeveloped land, areas suggested for development and the location of uses within them.
34. They show what land would be left undeveloped to help maintain the setting of the town, important views across to the countryside, as well as the setting and separate identity of surrounding villages in the wider area. They identify areas where there will be planting to provide an attractive and interesting urban edge.
35. They also show the location for infrastructure and facilities necessary to support a growing community. The concept plans show the suggested locations for new

primary schools and a new secondary school, plus additional space for formal sports, allotments and other such uses.

36. The concept plans illustrate one way each of the sites could be developed. There are different ways. This consultation invites everyone to offer their ideas and give us their views on the most appropriate locations for growth and the form it should take.
37. Against each concept plan, we highlight aspects and invite views on how the approach can be improved. Further development of the ideas here would culminate in design codes developed alongside master plans for each site. Codes will express the community's needs and requirements for good design locally. Development would only be permitted to take place in accordance with an approved master plan.
38. The draft design principles incorporated at this stage are set out below:

Design Principles

- A new, sustainable urban community shaped by a range of key considerations, including potential effects on landscape, heritage assets (designated and non-designated) and ecology, as well as the need to address climate change through positive adaptation and mitigation measures.
- An average housing density of 35 dwellings per hectare. However, this is capable of being a higher density in and around the planned local centres and main High Street areas.
- A network of radial, off street cycleways linking all parts of the site through green routes to schools, community facilities and local employment sites.
- Larger development parcels will be broken up with green corridors, so as to allow space for sustainable urban drainage, wildlife and canopy growth.
- A new tree lined main street will form the spine of each new neighbourhood. Designed initially as a 40-50 mph road, it will also be capable of being adapted to provide for 20-30 mph speed limits to be imposed.
- Community facilities are placed along or close to this spine road and cycle network.
- Heritage Assets are marked as opportunities for suitable future uses. Their settings are addressed with a balance of any new buildings set back and wooded screen planting.
- A substantial amount of green space will remain undeveloped with various options as to its future use and management e.g. renewable energy land use or rewilding projects.
- Parts of large areas of green infrastructure, play areas, orchards and allotments will be located within these largely undeveloped areas, to be structured either formally or informally. Green infrastructure could provide areas for informal exercise, park runs, seating areas, picnic areas etc.
- All homes will be within close proximity to communal greenspace and an off-street walking/cycling network.
- All homes will be within 400m of a Local Equipped Area of Play (LEAP).

39. A box for each component of the proposed site lists the main uses proposed. A set of concept plans illustrate how each area could be developed. A framework plan provides an overview. Three other plans look at specific aspects: green and blue infrastructure, movement and urban design principles. Together, the plans illustrate one way the area could be developed. Comments are invited on all aspects of the proposals, but there are a set of questions to prompt consideration and some specific questions around elements of a proposal.
40. The proposed allocations are largely adjacent to Trowbridge town and will be able to provide walking and cycling links to and from the town centre, nearby settlements including Hilperton, Staverton and Semington and footbridges over the canal.
41. The character and function of Hilperton village will be maintained by open green space (as shown on concept plans). In particular separation will be maintained alongside the historic core of Hilperton village. A new spine road will direct traffic away from the village of Hilperton. This will help to preserve the separate and distinct character and setting of the village and maintain Hilperton's own community facilities and community cohesion.
42. The location of the schools and local centre to the west of Hilperton will allow for greater connectivity with the wider community of Trowbridge as well as the proposed residential development.

Site 5 North East Trowbridge

Land North East of Trowbridge, is proposed for a mixed-use development to include the following:

Approximately 2,100 dwellings that incorporates a mix of self and custom build plots, as well as specialist housing (delivery of 500 dwellings post-2036).

Local centre

Community Uses

Land for community orchards and allotments

Open space provision to include a Suitable Alternative Green Space (SANG) alongside the Kennet and Avon Canal

Land for one Two Form Entry Primary School

Land for one 100 places nursery

Land for one 8 Form Entry Secondary School

Land for renewable energy provision

Walking and cycling links to and from the town centre, nearby settlements including Hilperton, Staverton and Semington and footbridges over the canal

Land for a Local Equipped Area for Play (LEAP) and Multi-use Games Area (MUGA)

DEVELOPMENT

- residential
- (self build)
- existing employment
- local centre
- primary school
- secondary school
- nursery

GREEN INFRASTRUCTURE

- green space
- existing hedges, trees & woodland
- new woodland planting
- new allotment
- community orchard
- Sustainable drainage swales and basins
- LEAP / MUGA

MOVEMENT

- spine road tree lined avenue (20m)
- primary road
- existing PROW
- retained/new PROW
- new cycleway
- vehicular access

Concept is:

A new suburb, shaped mostly by the existing landscape, but also by future climate change flood mitigation.

A network of criss-crossing off street cycle ways linking all parts of the site through green routes, in particular schools.

larger development parcels broken up with GI corridors (20-50m wide) so as to allow space for substantial canopy growth.

DRAFT Framework Plan

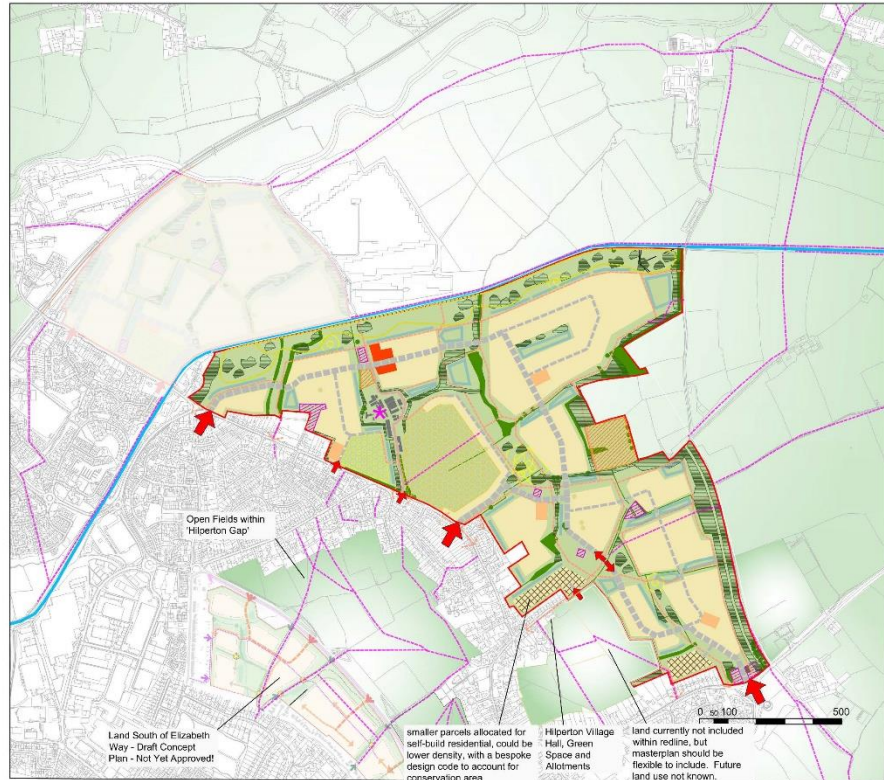


Figure 2 Concept map for Site 5 North East Trowbridge showing boundary outline and proposed layout and land uses, within which to accommodate development

DRAFT GREEN & BLUE INFRASTRUCTURE CONCEPT PLAN

GREEN INFRASTRUCTURE

- Total green space
- existing hedges, trees & woodland
- new woodland planting
- new allotments
- community orchard
- Sustainable drainage swales and basins
- 5xLEAPs + 1xNEAP + 1xMUGA

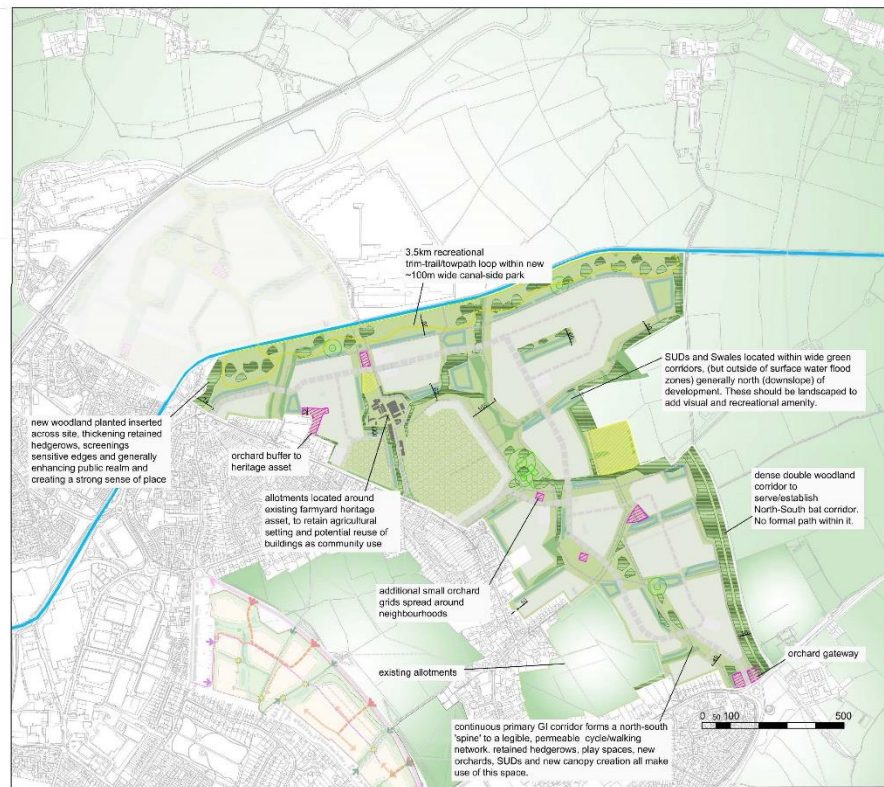


Figure 3 Concept map for Site 5 North East Trowbridge showing green and blue infrastructure

MOVEMENT	
	spine road (20m tree lined avenue)
	primary road (~10m tree lined avenues)
	secondary road
	existing PROW
	new PROW
	new cycle
	vehicular access

Concept is:

residents can enter and move directly through the site on segregated cycle routes set within green spaces.

cycle routes serve desire lines within and around the site, and from the site toward town.

cycle routes would be shared pedestrians and so a few PROWs would be slightly diverted to serve more practical desire lines.

recreational circular walking routes are created focuses around the canal to encourage people into the general area towards this space as a SANG (Suitable Alternative Green Space) and away from Green Lane Wood in south Trowbridge.

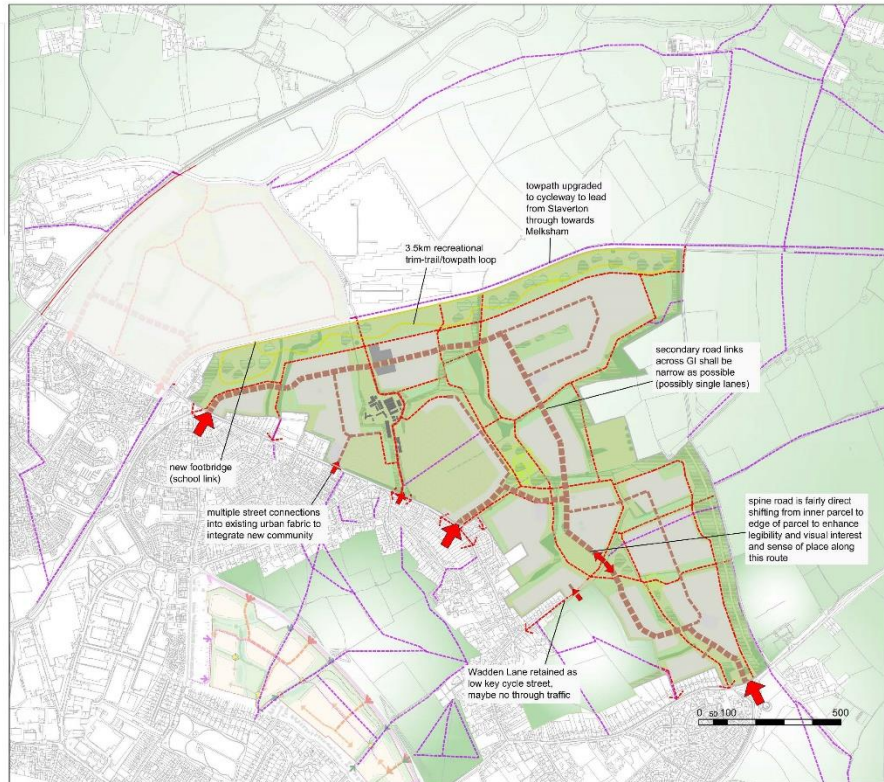


Figure 4 Concept map showing key movement routes within and connected to Site 5 North East Trowbridge

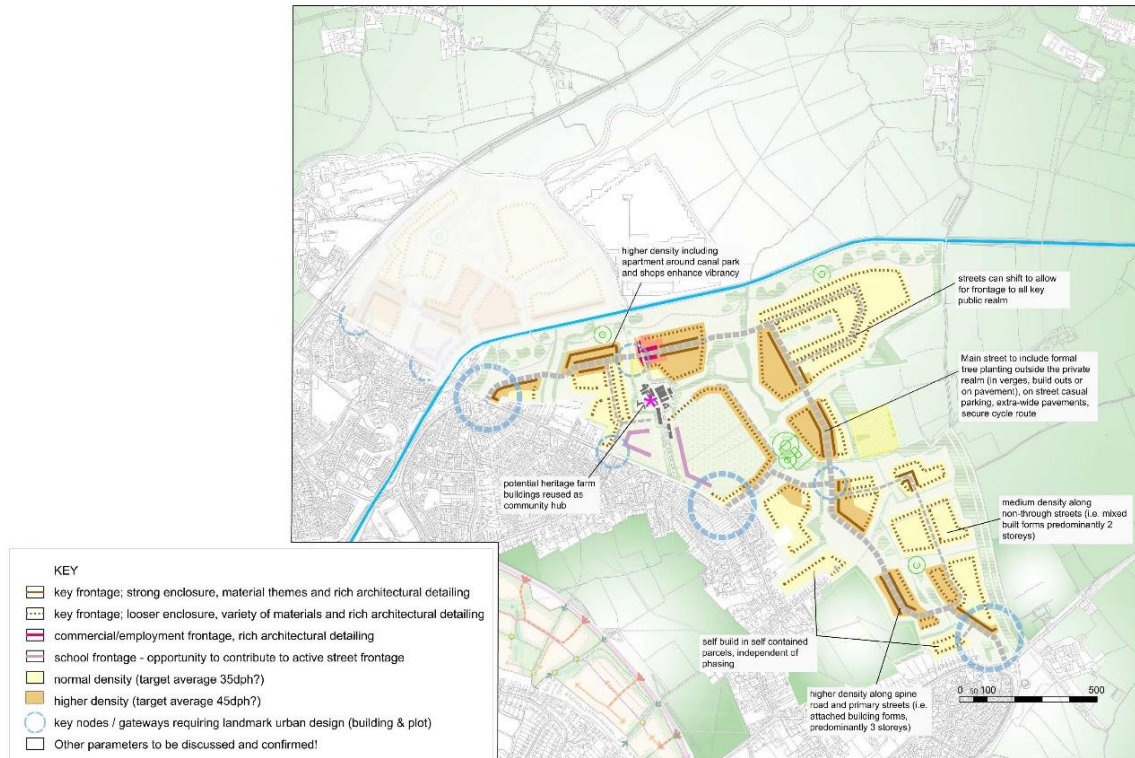


Figure 5 Concept map for Site 5 North East Trowbridge showing urban design principles

Site 4 North Trowbridge

Land North of Trowbridge, is proposed for a mixed-use development to include the following:

Approximately 500 dwellings to include self and custom build plots, as well as specialist housing.

Land for one Two Form Entry Primary School

Land for one 40 place nursery with space to increase to 60 spaces after 2036

Land for community orchards and allotments

Open space provision to include an area alongside the Kennet and Avon Canal

Walking and cycling links to and from the town centre, nearby settlements including Hilperton, Staverton and Semington and footbridges over the Canal

Land for a Local Equipped Area for Play (LEAP) and a Multi-use Games Area (MUGA)

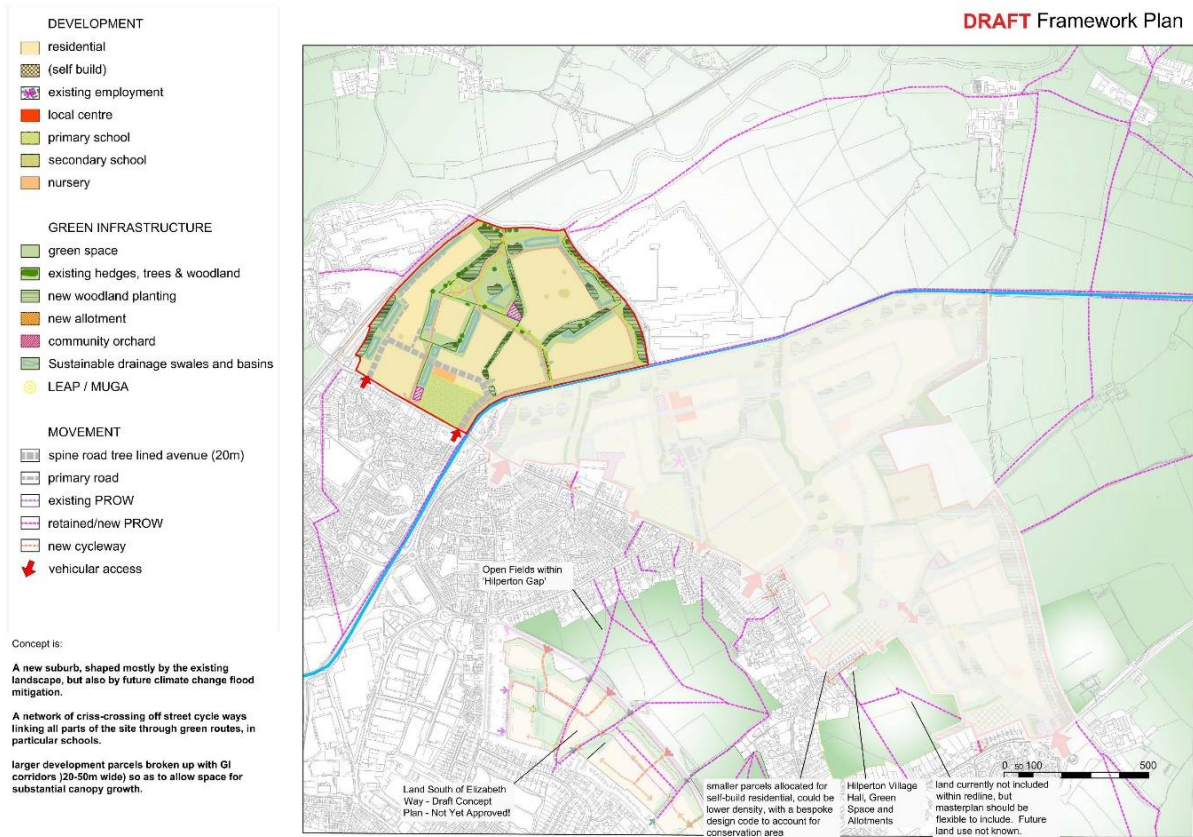


Figure 6 Concept map for Site 4 North Trowbridge showing boundary outline and proposed layout and land uses, within which to accommodate development

DRAFT GREEN & BLUE INFRASTRUCTURE CONCEPT PLAN



Figure 7 Concept map for Site 4 North Trowbridge showing green and blue infrastructure

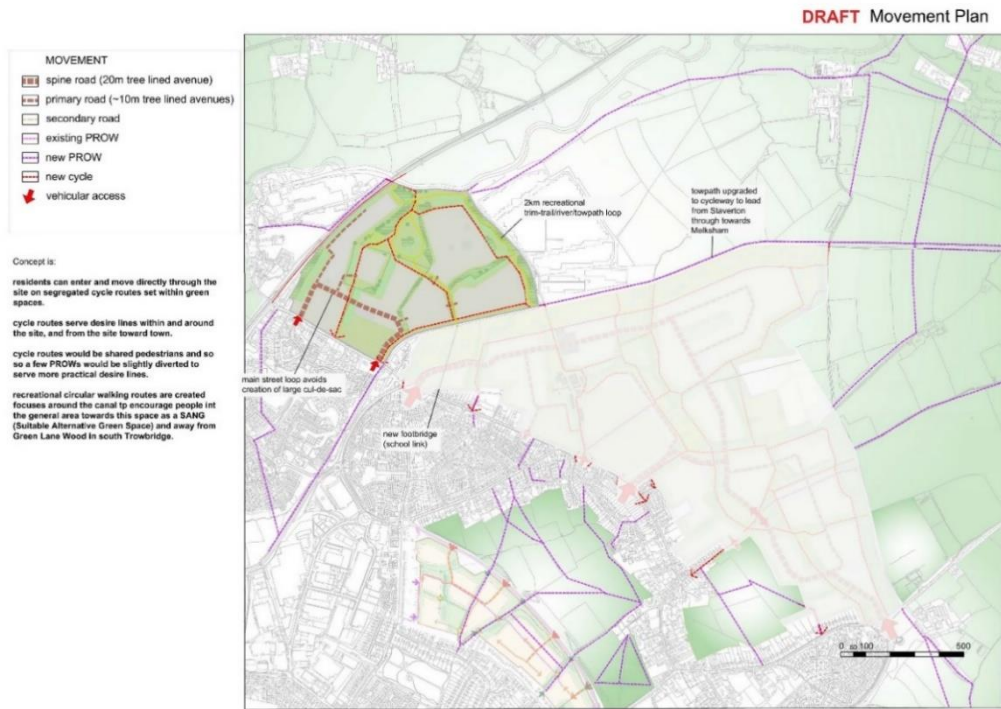


Figure 8 Concept map showing key movement routes within and connected to Site 4 North Trowbridge

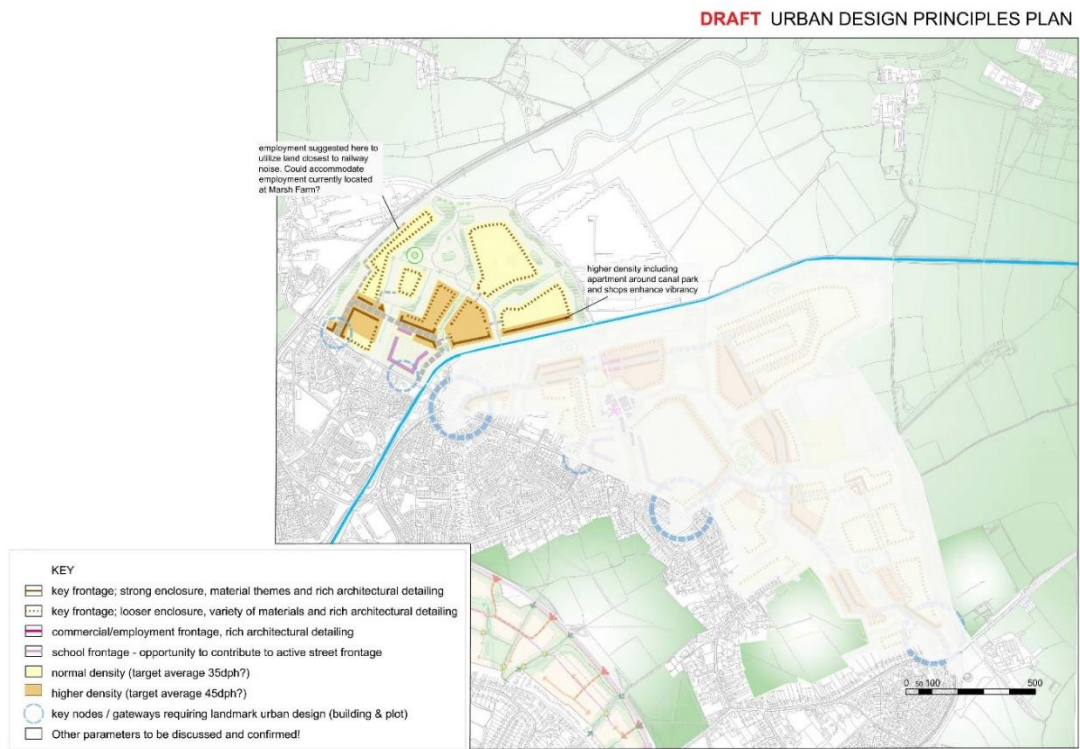


Figure 9 Concept map for Site 4 North Trowbridge showing urban design principles

QUESTIONS

Do you agree with the range of uses proposed, what other uses should be considered?

Do you agree with the location of the proposed uses? What should be located where and why?

Do you agree with the proposed locations for self-build and custom build housing? Would you prefer alternative locations? Explain

Is there a particular type of renewable energy that should be provided on site?

Settlement profiles

43. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Existing early years facilities in the town are unlikely to be able to support additional demand and so new nursery provision is likely to be required to support new housing development.</p> <p>There are 2 new primary schools to be delivered at the planned Ashton Park site. Once completed, these are forecast to have a surplus of 55 places. There are opportunities for expansion at Walwayne Court and Studley Green primary schools situated in the west of the Town, but any such expansion would likely service the pupil numbers emanating from planned growth in the Wiltshire Housing Site Allocations Plan.</p> <p>Land for a secondary school has been secured on the Ashton Park site. But the site for the school is considered to be too small to support any additional growth beyond that planned at Ashton Park. Future planned growth at the town will therefore require a new secondary school, but there would need to be a sufficient number of new homes to support a viable school. As such, it is advised that to provide a cogent strategy for meeting the educational needs of the town, more housing than is currently planned would be needed.</p> <p>The alternative education strategy would be to secure land for a new secondary school that could then be utilised as and when projected growth (i.e. projected pupil numbers) at the town exceeds the capacity of existing and committed schools in the area.</p> <p>To accommodate the amount of development proposed will require:</p> <p>Primary School Provision – 2 (No.) 2FE schools Secondary School Provision – 1 (No.) 8FE School</p>

	Nursery Provision – 332 place nurseries; 1 (No.) 80 place nursery. Each primary school would also need to incorporate an element of nursery provision.
Energy	<p>For the amount of development proposed, it would be possible to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There are no existing district heating networks in the local area to link into, but there may be opportunities to map local energy anchor points (e.g. the adjacent solar farm and/or the Cereal Partners factory at Staverton).</p> <p>According to Scottish and Southern Electricity Network’s (SSEN) Network Capacity Map, the substation and supply points in and around Trowbridge are currently unconstrained. They are also unconstrained in relation to future energy generation, according to SSEN’s Generation Availability Map.</p>
Green and Blue Infrastructure	<p>Appropriate land uses, footpaths and cycleways should be geared to boosting the attractiveness of the town centre to visitors and investment, as part of a wider priority to improve its economic and cultural resilience.</p> <p>Provision of recreational (footpaths/cycle paths) and wildlife links into the surrounding countryside/neighbouring parishes should be maximised. There are opportunities to improve the green and blue corridor links between the town and nearby settlements such as Staverton, Semington and Melksham to encourage active travel routes and thereby reduce road traffic - e.g. along the canal.</p> <p>A multi-functional ‘Local Green Blue Infrastructure (GBI) Network’ has been identified and is shown on the map in figure 7 below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure 8 below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned</p> <p>There is a need for more community orchards and allotments and hence opportunities for such uses will need to be planned for at the heart of any future community.</p>
Sport and Leisure Facilities	At Trowbridge there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:

	<ul style="list-style-type: none"> • Woodmarsh Recreation Ground requires an upgrade of the playing surface and general changing and social accommodation. • The Wiltshire Playing Pitch Strategy shows the need for a 3GATP, more grass football pitches and improved quality of existing pitches. Proposed football pitches and changing facilities at the Ashton Park and Elm Grove developments will help to meet the existing need, therefore there is no further need for individual or paired grass pitches. Trowbridge Town Council has recently gained planning permission and Football Foundation grant funding for a new 4G ATP at Doric Park which meets present need. However, further growth will require the provision of at least one more 3GATP and potentially the provision of a hockey-biased full-sized ATP. Further land is potentially available at Doric Park. • Multi-use games area (MUGA) upgrades are needed at Studley Green, The Grove and Longfield. • Development may be able to help fund the provision of youth facilities – there is a proposed upgrade of Stallards Street Recreation Ground into an alternative sports facility to link in with the existing skate park, to include Parkour and further skate facilities. <p>Leisure Facilities</p> <p>A new leisure facility is likely to be required in Trowbridge to replace the existing Trowbridge Sports Centre and Castle Place Leisure Centre. Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. The need for a new facility will be determined by this piece of work. If a new build is required a site will need to be found.</p>
Health	<p>The Trowbridge area had the highest gap in health care provision in the entire Wiltshire Clinical Commissioning Group (CCG) area in September 2016 (-1,050m²).</p> <p>The CCG is considering relocating services from Trowbridge Hospital to a new build facility, situated next to the existing hospital or on the White Horse Business Park off A365 Bradley Road. Plans for this Integrated Care Centre are to include required additional primary care space.</p> <p>Trowbridge Hospital birthing unit to close in 2021, which may be replaced by a community hub for antenatal and postnatal services.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 32% in the 60-74 age group and 90% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 16% and the 15-29 age group to increase by 13%. Finally, the 30-44 age group is expected to increase by 11% and the 45-59 age group to increase by 1%.</p> <p>Local household income:</p>

	<p>The annual average gross income is £35,700 and the net income after housing costs is £23,700</p> <p>Affordability Ratio (based on 2 bed property): Median price £158,600 Annual gross income £35,700 Affordability ratio 4.76</p>
The local economy	<p>There have been recent investments within the town including the St Stephen's Place leisure/food/retail developments and the successful relocation and expansion of the Hitachi CVS offices near the White Horse Business Park.</p> <p>There is a limited supply of employment sites and premises available in Trowbridge, particularly affordable sites, to accommodate economic growth potential.</p> <p>Funding has been allocated by the South West Local Enterprise Partnership (SWLEP) to deliver the Yarnbrook/ West Ashton Relief Road.</p> <p>The regeneration of Bowyers site, East Wing, Castle Place remain significant investment opportunities for regeneration.</p> <p>Town centre retail vacancies are above the national average.</p> <p>There is no capacity for additional convenience and comparison retail floorspace up to 2036. Focus should be directed to maintaining a good range of comparison provision.</p>
Transport	<p>Key features</p> <p>Trowbridge is well connected via the highway network and is situated on the A350 (providing north-south links) and the A361 (providing east-west links).</p> <p>Trowbridge benefits from good town bus services and is linked to other key destinations via the key bus network such as Swindon, Bath and Salisbury.</p> <p>Trowbridge rail station offers good connectivity within and beyond the county.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • The highway network suffers from peak time delays in the town centre. • The shuttle working signals on the B3105 at Staverton cause delays. • Peak hour delays in the town centre and into key destinations affect bus services (partly as a result of a lack of bus priority measures). • The potential options for housing sites at Trowbridge are located on the outer edges of the town. This will require good quality radial cycle routes and safe cycle

	<p>storage facilities if high levels of mode shift from car to bicycle are to be realised.</p> <ul style="list-style-type: none">• Increased pressure on the highway network as a result of significant development growth could exacerbate congestion hot spots such as Staverton. <p>Opportunities</p> <ul style="list-style-type: none">• A Trowbridge Transport Strategy has been developed that highlights key junction improvements in Trowbridge and along the A350.• Developing the old Bowyers site in a way that optimises the accessibility of its location next to Trowbridge rail station.• opportunities for better bus-rail integration including ticketing and promotion
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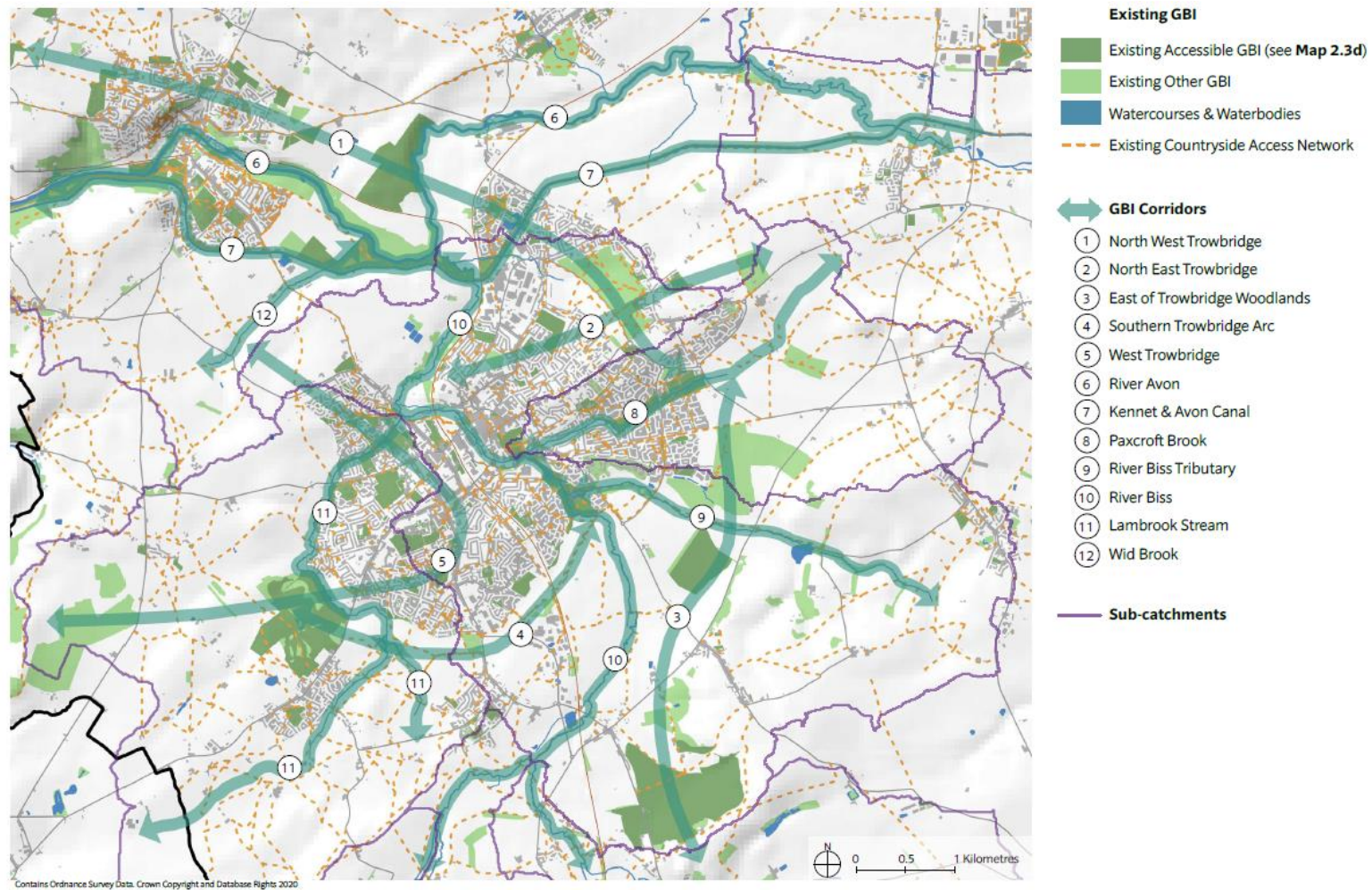


Figure 10 Map showing Trowbridge Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

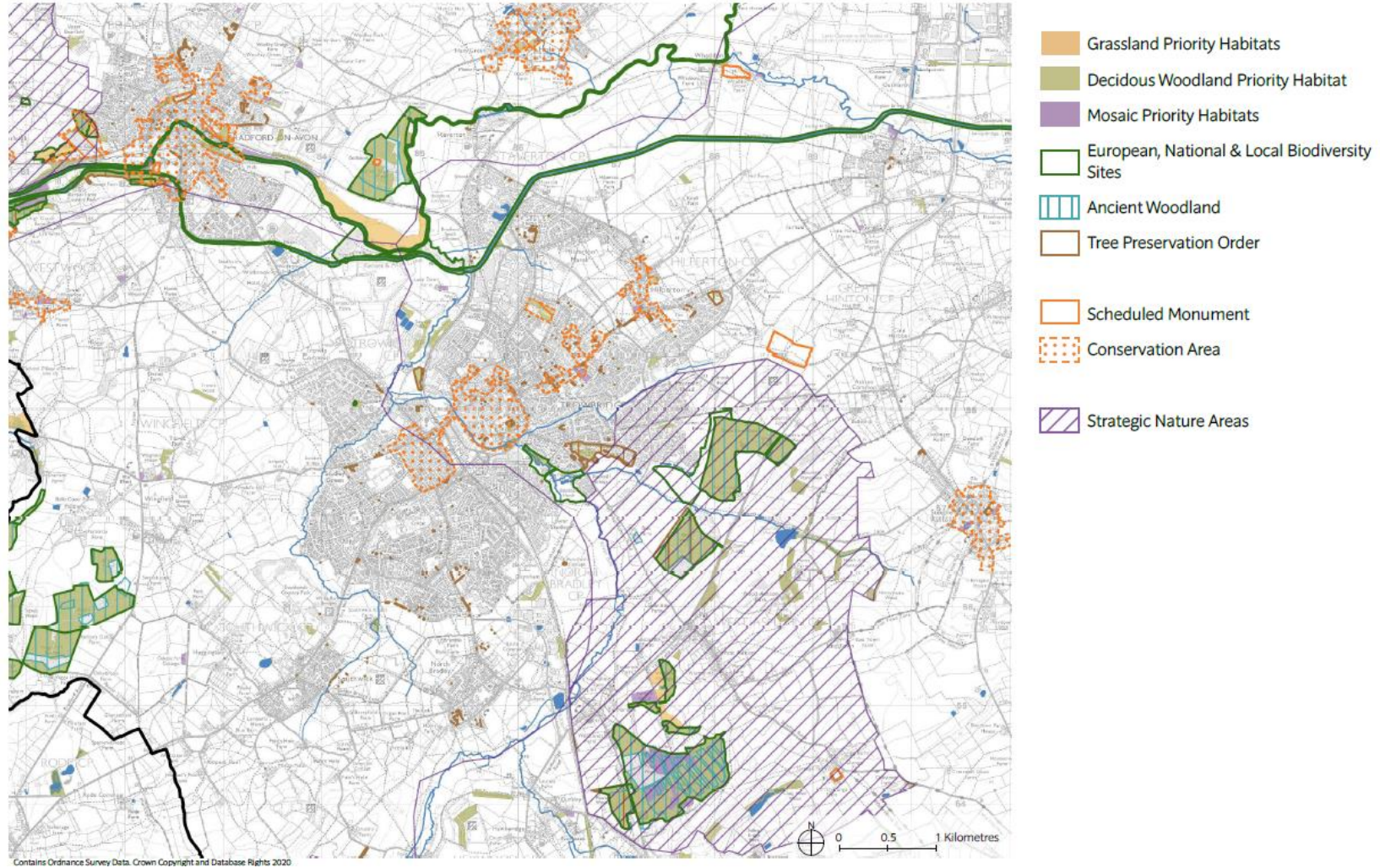


Figure 11 Map showing Trowbridge Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Trowbridge – Development Sites

Site Selection Report

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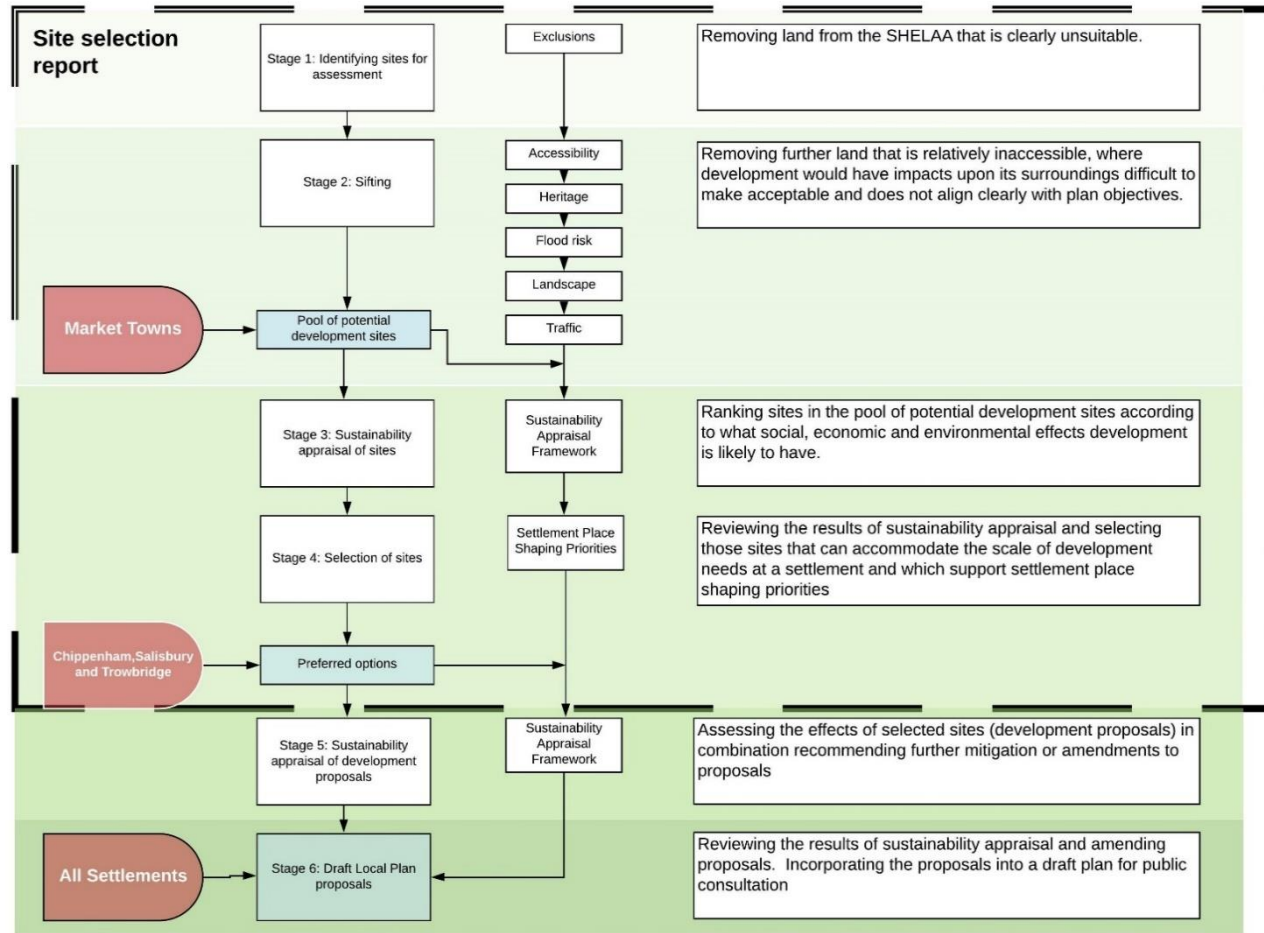
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing preferred sites that could be appropriate for development around the built-up area. A settlement statement (reference) describes how these sites may be developed. The content of this paper explains how this set of sites has been arrived at. The Council consider these sites to be the most appropriate chosen from a pool of reasonable alternatives based on a range of evidence and objectives of the plan.
6. At Trowbridge the requirement emerging is for an additional 5,830 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Wiltshire Housing Site Allocations Plan. Taking account of this amount approximately 1805 additional homes remain to be planned for over the plan period. However, this figure should be considered a minimum, not necessarily a maximum. If the town is to address its forecast educational requirements through the delivery of new secondary and primary schools to supplement those planned for on the Ashton Park site, then approximately an additional 800 homes may be needed over the life of the Local Plan and beyond. Planning at this scale would provide significant benefits to the town in terms of infrastructure provision and increased self-containment.
7. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the site selection process



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Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

8. Figure one shows the entire site selection process. This document covers stages 1 to 4.
9. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
10. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 - Identifying Sites for Assessment

11. This initial stage of the site selection process excludes those sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

12. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
13. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
14. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

15. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Stage 3 – Sustainability Appraisal

16. Each of the sites in this pool is examined in more detail by sustainability appraisal. This appraisal assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with fewer. It also helps to identify what may be necessary to mitigate adverse effects and which measures could increase benefits of development.
17. The most sustainable sites are those most likely to be suited to development.

Stage 4 – Selection of Sites

18. Sustainability appraisal may recommend sites, but it is also important to select sites that support the emerging Place Shaping Priorities for Trowbridge. Carrying out an assessment on the pool of Stage 3 reasonable alternatives constitutes Stage 4.

Next Steps in the site selection process

20. Stage 5 carries out sustainability appraisal on the preferred sites looking at development proposals together and what effects they may have in combination. This may lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by formal assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be made available for consultation.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Site Exclusions

23. Stage 6 therefore draws in the work of this stage starts with all SHELAA land parcels on greenfield land and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included.
24. Figure 2 shows that 7 sites have been excluded to the west of Trowbridge because they are in the green belt. Site 723 has been excluded because it is not well related to the existing settlement and site 3104 has been excluded because of its small size.

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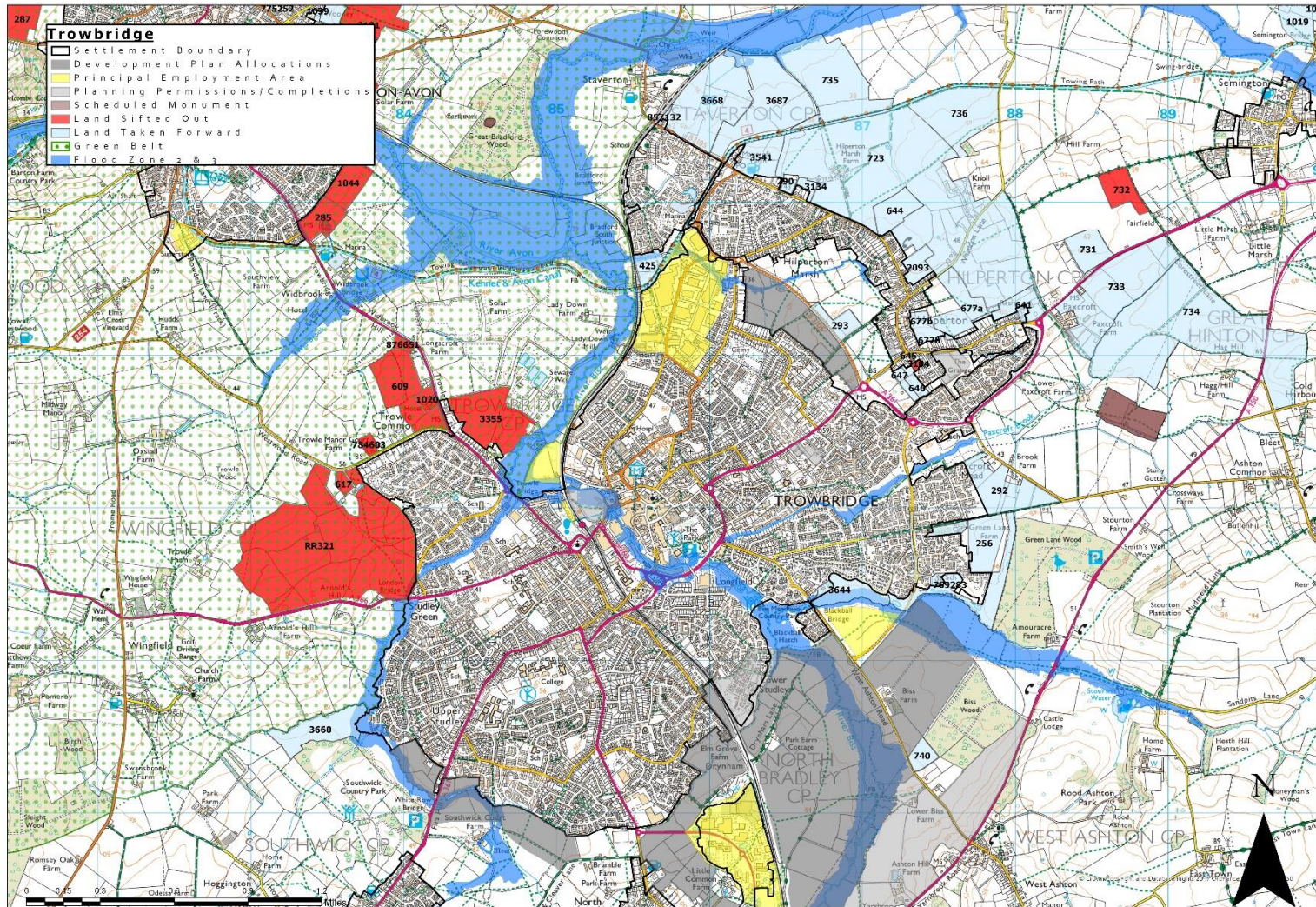


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.

28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).

29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.

31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.

32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.

33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.

34. The results of each of these assessments are gathered together and categorised as high, medium and low level of effects/accessibility for each site under each heading.

35. The Trowbridge Bat Mitigation Strategy contains a comprehensive set of measures to prevent adverse effects on the Bath & Bradford on Avon Bats Special Area of Conservation (SAC). It will be necessary to avoid wider impacts from development that might harm this strategy. The strategy identifies particular landscape features including

woodlands to the west of Trowbridge that are important to protect and mitigate against any harm from currently planned development⁷. The assessment of sites at Trowbridge therefore includes possible impacts on these features.

36. The strategy identifies several 'red zones' that are landscape elements where it is unlikely that development would be able to provide sufficient mitigation to enable, no adverse effect on the integrity of the SAC. Therefore land within red zones is not considered a reasonable alternative for potential development.

B. Strategic Context

37. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
38. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
39. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's 'strategic context'.
40. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's strategic context provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
41. This strategic context evidence describes the settlement's:
- Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
42. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
- The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.

⁷ <https://www.wiltshire.gov.uk/media/3928/Trowbridge-Bat-Mitigation-Strategy-SPD/pdf/whsap-trowbridge-bat-mitigation-strategy.pdf?m=637273390249630000>

- A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

43. Sometimes these influences will not bear on site selection. In other instances, they may be important.

44. A description of the settlement strategic context for Trowbridge is shown in the table below.

Trowbridge Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>The West Wiltshire Greenbelt forms a boundary to the west of the town. The A350 is to the east.</p> <p>Past growth has been northwards reaching the villages of Hilperton and Staverton so that parts of these villages join up with the continuous urban area of Trowbridge e.g. Canal Road; Staverton Marina and Hilperton Marsh.</p> <p>The town has expanded and is planned to expand further southwards whilst leaving undeveloped areas around the villages of Southwick and North Bradley to retain their separate identities.</p> <p>New development is planned east of the town towards the villages of Yarnbrook and West Ashton, enclosed within a planned new road alignment to the north of the A350 (Yarnbrook West Ashton Relief Road).</p>
Significant environmental factors	<p>The River Biss flows through the town and includes floodplain areas. The Kennet and Avon Canal goes through Hilperton and Staverton. The A350 is a main traffic artery through the County and defines the eastern and south eastern edge of Trowbridge.</p> <p>Green Lane Wood, Biss Wood and Clanger and Pickett Wood are located south east of the town near to the A350. Great Bradford Wood is located west of the town. These woodlands require particular buffering and protection, whilst other associated landscape elements (agricultural fields, hedgerows, water features) have a role helping to support a breeding population of protected Bechstein bats, associated with the Bath and Bradford on Avon Bats Special Area of Conservation.</p> <p>Southwick Country park, located southwest of the town, would remain undeveloped and to the east of Trowbridge forms the outer boundary area to the designated Western Wiltshire Green Belt and kept open in character to prevent urban sprawl.</p>

	<p>The Hilperton Neighbourhood Plan identifies ‘Land Between Hilperton and Trowbridge’ to separate the settlement from the Trowbridge urban area as much as possible in order to sustain the separate identity of the village.</p> <p>Trowbridge has a strong industrial heritage and contains a large number of important designated and undesignated heritage assets including the Town Hall, mill buildings and buildings associated with the cloth industry.</p> <p>Heritage assets outside the built up area include the listed Canal Bridge, Wharf Cottage, and Wharf House in Hilperton.</p>
<p>Scale of growth and strategic priorities</p>	<p>Trowbridge is designated as a Principal Settlement. The town has seen extensive commercial and mixed used redevelopment in the centre and there are further opportunities. It has experienced significant residential expansion through various urban extensions into neighbouring parishes. Continued expansion, at a slightly slower pace, is therefore necessary to help meet forecast housing need.</p> <p>The Place Shaping Priorities identified for Trowbridge are:</p> <p>To deliver an appropriate mix, tenure and type of housing to meet local needs.</p> <p>To improve the resilience of the town centre by:</p> <ul style="list-style-type: none"> • protecting, improving and extending the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss, further enhancing it as a key feature of the town that connects and draws residents towards the town centre • regenerating and repurposing the town centre / Trowbridge central area as a resilient service area that supports the development of the whole town and wider area, through the delivery of the Trowbridge Masterplan and Neighbourhood Plan. These plans will be outcome focused and help deliver a holistic strategy for the town centre that encourages spending, improves accessibility, better manages traffic and parking and safeguards heritage. • focusing leisure and retail developments in the central area in order to safeguard the integrity of the town centre as a destination of choice. <p>To deliver job growth and encourage business investment at the town to support job growth and greater levels of self-containment, thereby help reduce the need to travel away from the town.</p>

	<p>To improve the range of transport modes that serve the town to reduce reliance on the private car and, levels of traffic congestion in the town.</p> <p>To respect the integrity of the Bath & Bradford on Avon Bats Special Area of Conservation (SAC) by protecting and enhancing wherever possible important bat habitats around the town, as set out in the adopted Trowbridge Bat Mitigation Strategy. In particular, the pattern of planned growth at the town should be guided by the environmental constraints that limit the spatial options for development.</p> <p>To ensure that a town-wide approach to future education provision is taken that addresses the need for primary and secondary places in appropriate locations.</p> <p>To balance the need to accommodate additional growth at the town with the need to respect, as far as is reasonably practicable, the individual identities of the villages of Hilperton, North Bradley, Southwick and West Ashton within the landscape setting of Trowbridge and their relationship to the town.</p> <p>To protect, improve and extend the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss.</p>
<p>Future growth possibilities for the urban area</p>	<p>There remains possible opportunities for future growth at the town but locations are influenced by Green Belt to the west and the policy desire to retain the separate identities of Southwick, North Bradley, Hilperton and West Ashton, as well as the need to protect and enhance the important woodland to the south and southeast of the town.</p> <p>A continuation of growth to the south of Staverton and north/northeast/east of Hilperton potentially provides possibilities for accommodating the forecast growth at the town.</p>

Combining sites

45. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

46. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
47. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference Stage	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
993 586	Whaddon Lane, Hilperton						<p>The site is located north east of Trowbridge. There is likely to be some impact on the setting of designated conservation area due to backland development that would be out of character with the historic settlement pattern of Hilperton. The site is located close to the historic centre of Hilperton. There would be an impact on the rear garden views of the surrounding properties, which would need to be carefully managed. Accessibility to local facilities is good, and the site is unlikely to present any significant harmful effects on the local road network.</p> <p>It would be appropriate to combine this site with the surrounding sites with the view to being able to deliver required infrastructure, in particular additional education capacity for the town and thereby help address a place shaping priority.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.	
3644 Page 587	Land at The Uplands, Trowbridge						<p>The site is located to the southeast of the town centre and adjacent to current limits of development, as well as a residential caravan park.</p> <p>Development would not lead to harm to designated heritage assets in the local area. The River Biss is situated to the south of the site. As a result, fluvial flood risk would need to be assessed in more detail and appropriately mitigated in much the same manner as has been the case on the adjacent Castlemead development. That said, the site capacity would likely need to be reduced to accommodate a Sustainable Drainage System. The site could form part of a green corridor linking Biss Meadow Country Park to the eastern part of Trowbridge. Development would require large scale mitigation to the south and east from both a visual landscape and ecological point of view. The site would be visible from existing housing to the immediate north of the site.</p> <p>Accessibility to local facilities is good, and the site is unlikely to present any significant harmful effects on the existing highway network.</p> <p>There does not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							forward to next stage of assessment.	
256 Page 588	Land South of Green Lane						<p>The site is located to the east of the town. The site would form an extension to land already built out to the west at Castlemead. However the land is adjacent to Green Lane Wood and the whole site is within the Trowbridge Bat Mitigation Strategy (TBMS) Red Zone.</p> <p>The site is very exposed with views across the open countryside to the south from the West Ashton Road and beyond and would require large scale mitigation to the south and east. Development would not lead to harm to heritage assets in the local area.</p> <p>The site has below average accessibility to local facilities. However, the site is unlikely to present any significant harmful effects on the local highway network.</p> <p>The whole site is within a 'red zone' as identified in the TBMS and is therefore not carried forward.</p>	x
290	Former Nursery						<p>The site is located to the east of Trowbridge. It is a nursery and garden centre in active use. There would be an adverse impact on Grade II Listed 77 and 79 Marsh Road. The cottages are attached to the length of wall noted as "kitchen garden wall". The walled garden appears to be significant remnant of an historic use which was important within this area and which continues in horticultural use.</p>	x

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 589							<p>Although not involving direct and clear 'substantial harm' the public benefit of any significant scale development appears highly unlikely to be such that it can outweigh the harm to the designated asset. Accessibility to local facilities is very good, and the site is unlikely to present any significantly harmful effects on the existing highway network. Exclude from further consideration on heritage grounds.</p>	
	Land North of Green Lane and East of H8c allocation						<p>The site is located to the east of Trowbridge. The site has existing development to the south and west and is very exposed from the open countryside to the north from Ashton Road and beyond. The site is also close to Green Lane Wood which is an important bat habitat, as identified in the Trowbridge Bat Mitigation Strategy. Any development on this site would require large scale mitigation to the south and east from both a visual landscape and ecological point of view. The whole site is within the Trowbridge Bat Mitigation Strategy (TBMS) Red Zone. Development of the site would not lead to harm to heritage assets in the local area. The site has below average accessibility to local facilities. The site is unlikely to present any significantly harmful effects on the local highway network.</p>	x

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							The whole site is within a 'red zone' as identified in the TBMS and therefore is not carried forward.	
293 Page 590	Land at Hilperton Gap						<p>The site is located to the north east of Trowbridge. The Hilperton Neighbourhood Plan notes the local importance of the 'Hilperton Gap' land as a particularly sensitive location for development due to the risk of coalescence between the village and the urban area of Trowbridge. In the Neighbourhood Plan this site is located in a particularly sensitive area adjacent to the Hilperton conservation area and with clear intervisibility of St Michael and all Angels Church, as well as open, long distant views across the Avon Valley. Due to the gently sloping nature of the site these landscape and visual effects issues would be difficult to mitigate. Development of the site may contribute further to the erosion of the separate historic character and identity of Hilperton village (this is identified as a cumulative impact related to the insertion into the landscape of Elizabeth Way and Wiltshire Housing Site Allocations Plan allocation H2.3 - Elizabeth Way, currently the subject of planning applications).</p> <p>Accessibility to local facilities is good, and the site is unlikely to present any significant harmful effects on congested roads.</p> <p>Exclude from further consideration on landscape grounds.</p>	x

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
134 Page 591	Land east of The Nursery						<p>The site is located to the north of Trowbridge. The main part of the site is tucked behind existing housing and is therefore not greatly exposed to views along Marsh Road. This impact could be further mitigated by the reinforcement and better management of the existing hedge-line that runs around the side of the site. Due to the site's compact nature and proximity to existing housing it is unlikely to have a major impact on the existing character of Hilperton.</p> <p>Possible impact on Grade II 77 and 79 Marsh Road, but mitigation appears possible. Accessibility to local facilities is good, and the site is unlikely to present any significant harmful effects on the local highway network.</p> <p>It would be appropriate to combine this site with the surrounding sites with the view to being able to deliver required infrastructure, in particular expanded education capacity for the town and thereby help address a place shaping priority.</p> <p>There does not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	✓
3541	Maxcroft Farm						<p>The site is located to the north of Trowbridge. The site could offer the potential to the gateway to development of sites 723 and 736 and for the co-ordinated provision of infrastructure (e.g. new schools) to serve all three sites, thereby supporting place</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 592							<p>shaping priority. The site's northern boundary runs adjacent to the Kennet and Avon canal. An undeveloped green infrastructure corridor along the route of the canal would need to be retained in order to maintain its character and attractiveness. Development of the site would not lead to harm to heritage assets in the local area. However development may lead to a possible impact on the Grade II Listed Wharf House. Accessibility to local facilities is good, and the site is unlikely to present any significant harmful effects on the local highway network.</p> <p>It could be possible to combine this site with the surrounding sites with the view to being able to deliver required infrastructure, in particular additional education capacity for the town and link with strategic objective. The site has good accessibility to local facilities. There does not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
3660	Land west of Lambrok Close, Trowbridge						<p>The site is located to the southwest of Trowbridge. The site lacks continuity with the existing limits of development (the 'settlement boundary') appearing as a limb from the existing built up area. It is not clear whether access is possible. The western side of the site is at risk of flooding due to the nearby Lambrok Stream. The site is highly sensitive in landscape and ecological terms with the Lambrok stream green infrastructure</p>	✘

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 993							<p>corridor running east of the site, the Southwick Country Park to the south and the Western Wiltshire Green Belt to the north.</p> <p>Development of the site would not lead to harm to heritage assets in the local area.</p> <p>Accessibility to local facilities is below average, but development of the site would be unlikely to present any significantly harmful effects on the local highway network.</p> <p>Exclude from further consideration on landscape and ecological grounds.</p>	
668	Land north of Marsh Road, Staverton						<p>The site is located to the north of Trowbridge.</p> <p>The site has average accessibility to local facilities.</p> <p>A small area of the northern part of the site is at risk of flooding due to a nearby watercourse (River Avon).</p> <p>There is also an identified Groundwater risk affecting the an isolated pocket of land to the north of the site.</p> <p>This is a large site and there are several pockets of land considered to be susceptible to surface water flooding.</p> <p>However, the site is large enough to address the management of flood risk if planned sequentially utilising a comprehensive drainage strategy.</p> <p>The site affords some intervisibility through gaps in existing hedgerows from New Terrace. However, the site is relatively well screened from middle distance views across the Avon valley due to its position behind the Cereal Partners factory and railway embankment.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 594							<p>Development of the site would be unlikely to lead to harm to heritage assets in the local area. Accessibility to local facilities is average. However, development of the site would be unlikely to present any significantly harmful effects on the local highway network.</p> <p>It would be appropriate to combine this site with the adjacent site 3687 to better co-ordinate the provision of infrastructure, thereby supporting a place shaping priority. There is a flood risk from multiple sources to the north of the site which would need further detailed assessment and mitigation. However there do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
3687	Land north of Marsh Farm 2						<p>The site is located to the north of Trowbridge. The northern part of the site is at risk of flooding due to a nearby watercourse (River Avon). A Groundwater flood risk is also identified as affecting the north of the site. This is a large site and there are several pockets of land that are considered to be susceptible to surface water flooding. A particular flood risk issue is identified at the northwestern end of site. However, in terms of long-term management of flood risk (from all identified sources), parts of the site could be sensibly managed as an amenity green space.</p> <p>The site is positioned between the green/blue corridors of the River Avon and Kennet and Avon Canal and</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 595							<p>development would need to safeguard the character of each of these important elements of the local ecology and landscape. The opportunity exists for this site to be considered in conjunction with site 3668 to locate development away from the green/blue corridors and thereby provide a strong, landscaped settlement edge to Hilperton.</p> <p>Development of the site may lead to a possible impact on Grade II Listed Canal Bridge, Wharf Cottage and Wharf House (now Maxcroft House) and adjacent to the former wharf on the Kennet and Avon canal. Mitigation via detailed design would likely be required to minimise impact on the settings of the canal and listed wharf side buildings. This is likely to reduce the developable capacity of site.</p> <p>Accessibility to local facilities is below average. However, development of the site be is unlikely to present any significantly harmful effects on the local highway network.</p> <p>It would be appropriate to combine this site with the adjacent site 3668, and also allow for the coordinated provision of infrastructure, in particular new education capacity, thereby supporting a place shaping priority. There are known flood risks from multiple sources affecting the northwest of the site which would need further assessment and mitigation. However there do not appear to be overriding significant impacts that justify excluding the site at this stage. Carry forward to</p>	

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							next stage of assessment.	
Page 596 41	Enniswood House						<p>The site is located to the northeast of Trowbridge and is adjacent to the limits of development surrounding Hilperton (the settlement boundary). The entire site is covered by Groundwater risk. The site sits on the gateway into Hilperton village which currently has a green, strongly rural character to it with pasture land and trees defining the setting of the village. Development of this site would be unlikely to lead to harm to heritage assets in the local area. Accessibility to local facilities is average. However, development of the site would be unlikely to present any significant harmful effects on the local highway network. It would be appropriate to combine this site with the surrounding sites to coordinate infrastructure provision, supporting place shaping objectives. There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	✓
644	Land off Hill Street						<p>The site is located to the north of Trowbridge. The identified surface water risk at this site is contained in the northeast corner of the site and would be capable of being mitigated. The site sits to the north of the historic core of the</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 597							<p>village of Hilperton and could provide a logical extension of built form northward towards the canal. The site has prominent views from Hill Street as it is relatively open and lacking existing strong hedgerow boundaries. However, such impact would be capable of mitigation. Development of the site would be unlikely to lead to harm to heritage assets in the local area. Accessibility to local facilities is below average. However, development of the site would be unlikely to present any significant harmful effects on the local highway network. It would be appropriate to combine this site with the surrounding sites with the view to be able to coordinate infrastructure provision, supporting place shaping objectives. There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
646	Land to rear of 118 Trowbridge Rd						<p>The site is located to the east of Trowbridge. The site is well screened by buildings and prominent hedge lines which could be further strengthened through additional planting. There is a potential to link into and reinforce the green infrastructure corridor cycle path to the south. Development of the site may lead to potential impact on Grade II Listed 117 Willow Cottage (previously 2 cottages) and impact on the designated Hilperton</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 598							<p>conservation area. The setting to the listed cottage has a limited contribution to its significance as a heritage asset. Mitigation is thought possible to prevent or limit potential harm.</p> <p>It is not clear if vehicular access would be achievable and hence further assessments would be needed.</p> <p>Accessibility to local facilities is good, and development of the site would be unlikely to present any significant harmful effects on the local highway network.</p> <p>At this stage, there do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
647	Land to rear of 116 Trowbridge Rd						<p>The site is located to the east of Trowbridge.</p> <p>The site is well screened by buildings and prominent hedge lines which could be further strengthened through additional planting. There is a potential to link into and reinforce the green infrastructure corridor cycle path to the south.</p> <p>Development of the site may lead to potential impact on Grade II Listed 117 Willow Cottage (previously 2 cottages) and impact on designated Hilperton conservation area. The setting to the listed cottage provides a limited contribution to its significance as a heritage asset. Mitigation is thought possible to prevent or limit potential harm.</p> <p>It is not clear if vehicular access would be achievable and hence further assessments would need to be</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>undertaken. Accessibility to local facilities is good, and development of the site would be unlikely to present any significant harmful effects on the local highway network.</p> <p>There does not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
677b Page 599	Land to the rear of Church Farm						<p>The site is located to the east of Trowbridge. Development of the site would likely lead to an impact on the on character of the designated conservation area and the setting of Grade II Listed dwellings on Church Street and on the Grade II Listed Old Rectory. The site is within the the historic core of the village of Hilperton and back-land development would be out of character with the historic settlement pattern. The Rectory may have been designed with its relationship with surrounding countryside in mind. Further assessment would be needed to determine what contribution the setting of the Rectory makes to the significance of the heritage asset. The impact of development on other listed houses in the village is less likely to be a significant constraint and could be mitigated by good design/layout and planting. The site is well screened from the existing public realm. Nevertheless, it is still likely that development of this site would harm a characteristic of the conservation area of the - the ribbon style pattern with views of open</p>	x

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 600		Green	Green	Yellow	Yellow	Yellow	countryside views between properties. As a back-land location potential harm would be difficult to mitigate. Accessibility to local facilities is good, and development of the site would be unlikely to present any significant harmful effects on the local highway network. Exclude site from further consideration on heritage and landscape grounds.	
777a	Land rear of Church Street	Yellow	Green	Yellow	Red	Yellow	The site is located to the east of Trowbridge. Development of the site would likely lead to an impact on the character of the designated conservation area and there would be some impact from back-land development that would be out of character with the historic settlement pattern. The site has exposed views from the north which would be difficult to mitigate and would be seen as prominent urban encroachment into the countryside. Accessibility to local facilities is below average. However, development of the site would be unlikely to present any significant harmful effects on the local highway network. Exclude site from further consideration on heritage and landscape grounds.	✗
723	Land East of Hilperton	Yellow	Green	Green	Red	Yellow	The site is located to the northeast of Trowbridge. This is a large site that is situated along the Kennet and Avon Canal green/blue infrastructure corridor.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 601							<p>Development could potentially affect wider views across the River Avon valley. Development of the site may lead to impact on Grade II Listed dwellings in village and the impact on character of the conservation area. The size of site suggests that mitigation should be possible. Accessibility to local facilities is below average. However, development of the site would be unlikely to present any significant harmful effects on the local highway network. It would be appropriate to combine this site with the surrounding sites with the view to be able to coordinate infrastructure provision, thereby supporting place shaping priorities. There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
731	Paxcroft Farm						<p>The site is located to the east of Trowbridge. The site is adjacent to the rugby club and is isolated from the built-up area of Trowbridge. The site has broken views across the valley to Bullen Hill as well as intervisibility from the adjacent A361. Whilst these effects could be mitigated with substantial planting, the location of the site so clearly separate from the built-up area would represent an unacceptable urban development in a rural environment</p>	x

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
33 Page 602							Development of the site would be unlikely to lead to harm to heritage assets in the local area. Accessibility to local facilities is poor. However, development of the site would be unlikely to present any significant harmful effects on the local highway network. Exclude from further consideration on landscape grounds and a general lack of continuity with the existing urban form of Paxcroft Mead.	
	Paxcroft Farm						The site is located to the east of Trowbridge. The site has broken views across the valley to Bullen Hill as well as intervisibility from the adjacent A361. Whilst these effects could be mitigated with substantial planting, the location of the site away from main settlement boundaries might create unacceptable urban extensions into the rural environment. The site is relatively isolated from the built-up area. However, there is an existing farm and residential development adjacent to the site. Development of the site would be unlikely to harm heritage assets in the local area. Accessibility to local facilities is below average. However, development of the site would be unlikely to present any significantly harmful effects on the local highway network. There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
734	Paxcroft Farm						<p>The site is located east of Trowbridge. The site is relatively isolated from the built form of Trowbridge. The site would need to be brought forward with 733. However, it is on a ridge with broken views across the valley to Bullen Hill as well as intervisibility from the adjacent A361. Whilst these effects could be mitigated with substantial planting, the location of the site away from main settlement boundary might create unacceptable urban extensions into the rural environment.</p> <p>Development of the site would be unlikely to harm to heritage assets in the local area. Accessibility to local facilities is very poor. However, development of the site would be unlikely to present any significant harmful effects on the local highway network.</p> <p>There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	✓
736	Marsh Farm						<p>The site is located to the east of Trowbridge. The site is set apart from the main settlement boundary and would create a expanse of urban development in a rural setting with the sensitive green/blue infrastructure corridors of the canal to the north.</p> <p>The risk of surface water flooding at this plot is contained in the north of the site close to the canal. On the basis of evidence from the Council's drainage team it appears as though there maybe a capacity issue with</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 604							<p>drainage systems in the area. However, this could be overcome through investment in drainage infrastructure. Development of the site would be unlikely to lead to harm to heritage assets. Accessibility to local facilities very poor. However, development of the site would be unlikely to present any significant harmful effects on the local highway network.</p> <p>It would be appropriate to combine this site with the surrounding sites with the view to be able to deliver required infrastructure, in particular new education capacity for the town and thereby help address a place shaping priority.</p> <p>There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	
425	Staverton Triangle						<p>The site is located to the north of Trowbridge and immediately adjoins the Hilperton Marina development. Any development of the this site would need to address flood risk and any mitigation works (including a vehicular bridge over the watercourse) would likely limit the development potential of the site.</p> <p>There is the potential for prehistoric archaeological remains to be present. There are three listed buildings in proximity to the site however it is considered that development of the site would cause no harm to the significance of the listed building, either individually or in-combination.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>Accessibility to local facilities is very good, and development of the site would be unlikely to present any significant harmful effects on the local highway network.</p> <p>There do not appear to be any overriding significant impacts that justify excluding the site at this stage. Carry forward to next stage of assessment.</p>	

The following sites have been combined for Stage 3 and subsequent assessment:

New site reference	Ref	Reason
Site 5	3541, 3134, 723, 736, 644, 2093 and 641	These sites abut each other and are located north of Hilperton Village. There are no strong physical barriers between the sites.
Site 4	3668 and 3687	These sites abut each other and are the only two sites to the south of the railway line and north of the canal. There are no strong physical barriers between the sites.
Site 2	646 & 647	These sites abut each other to the southwest of the village of Hilperton. There are no strong physical barriers between the sites.
Site 6	733 & 734	These sites abut each other are situated between the A361 and A350. There are no strong physical barriers between the sites.

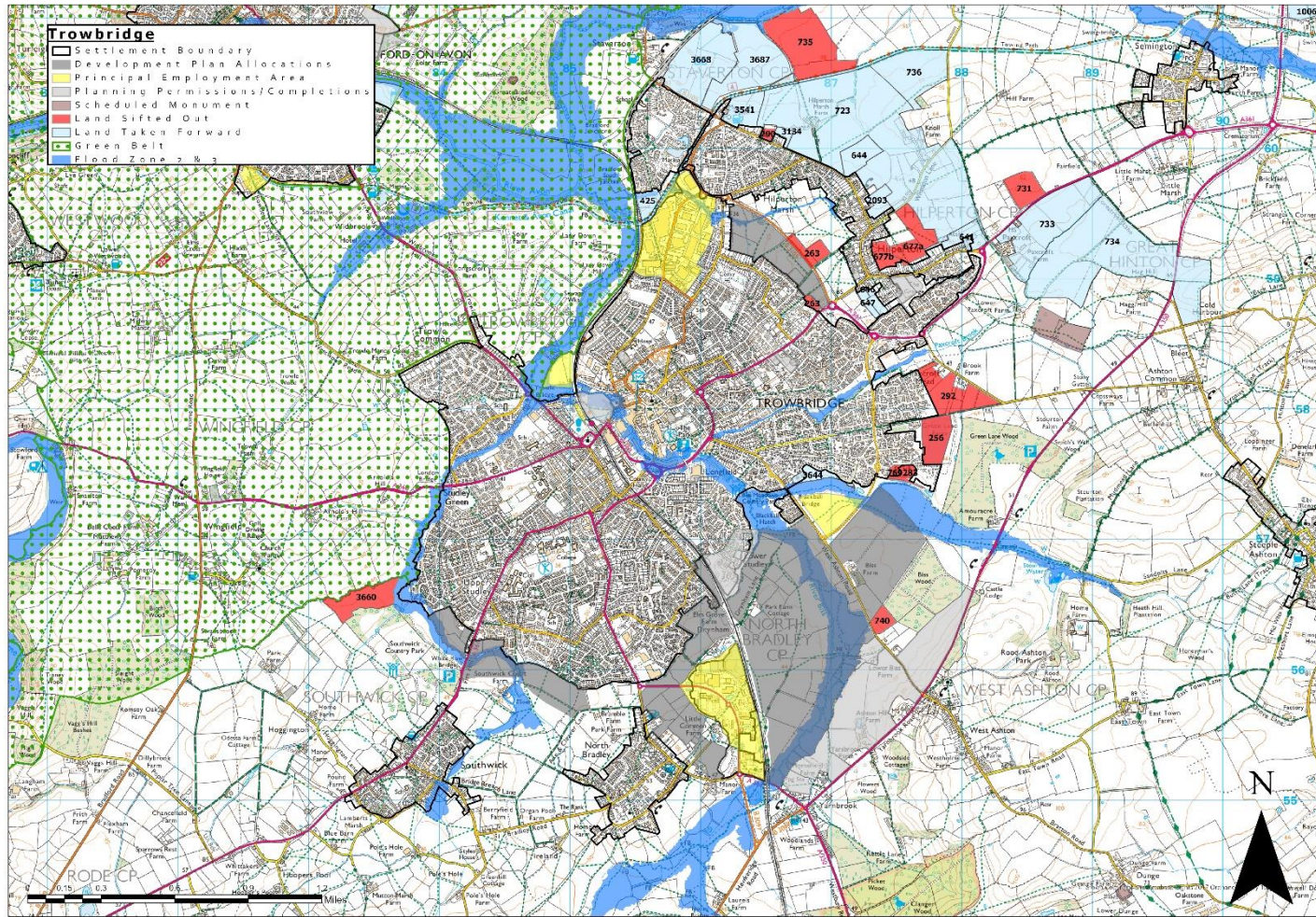


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Stage 3 Sustainability Appraisal Stage

48. The figure below shows the pool of potential development sites that were subject to sustainability appraisal. It will be noted that the pool of sites – the ‘reasonable alternatives’ – is reduced compared to the preceding stage, given that a number of candidates have been removed.

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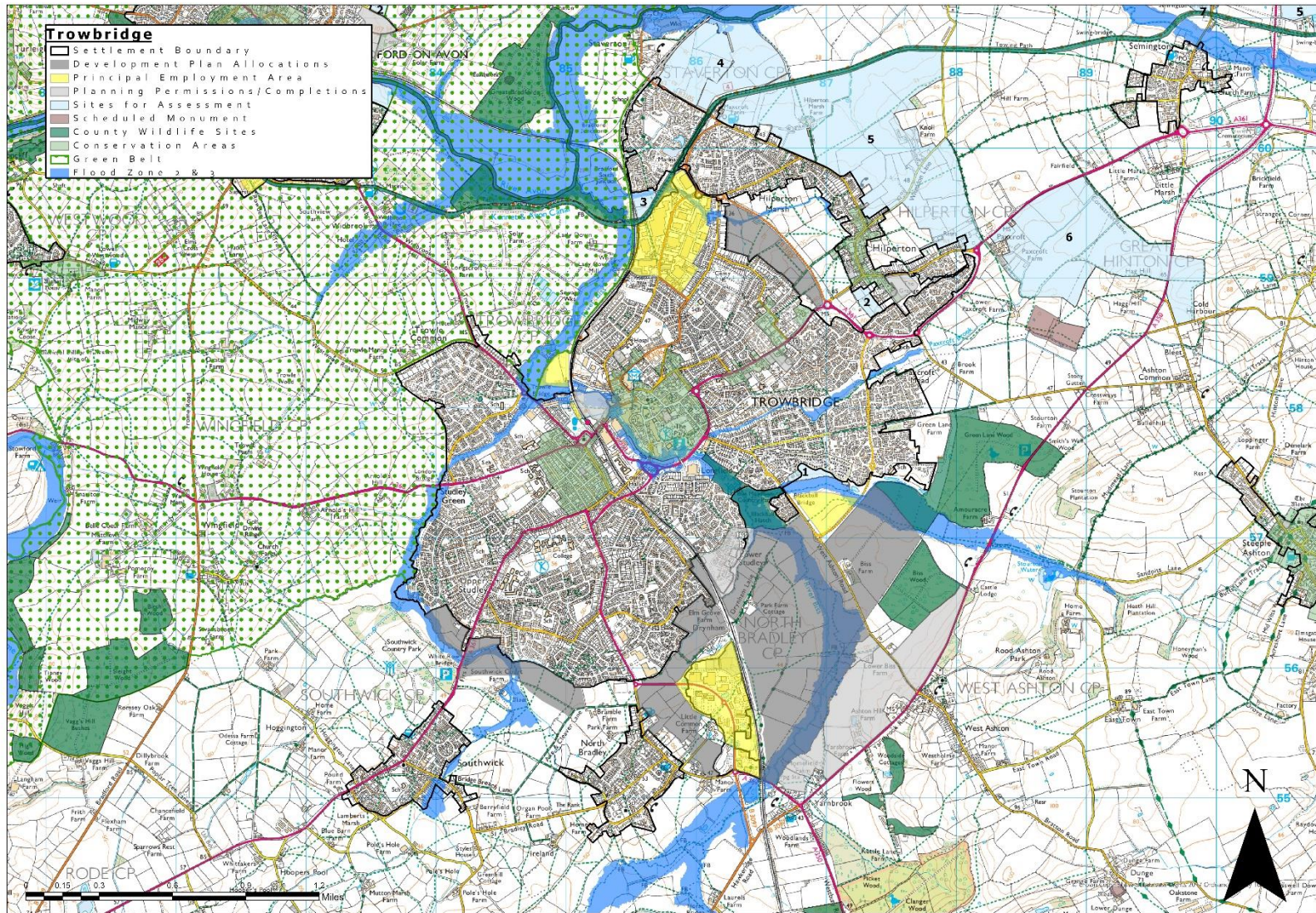


Figure 4 Map showing pool of potential development sites

Methodology

49. A full explanation of the sustainability appraisal methodology is provided in a separate report. This also includes the detailed assessments made of each site ([link here](#)). The process is prescribed in regulations and supported by guidance provided by Government.
50. The purpose of the planning system is to contribute to the achievement of sustainable development⁸. Achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
51. Sustainability appraisal identifies the likely significant social, economic and environmental effects of the plan, both positive and negative.
52. In summary, the Council has developed a framework of 12 objectives⁹ that reflect social, economic and environmental aspects and by which the effects of the plan can be identified. Individual sites for potential development can be assessed to help gauge their effects and inform the selection process. The better performing sites can be selected as candidates for prospective development.

⁸ See National Planning Policy Framework, paragraphs 7 to 10

⁹ These were developed through a process of scoping and consultation with others, the content of which is provided in a scoping report.

Results

54. The conclusions about each of the reasonable alternative sites are shown below, ranked from the most to the least sustainable. The overall appraisal score is shown in column 3 of the table below (as a guide, a score of -1 illustrates the alternative deemed to be most sustainable; -11 the least sustainable).
55. The SA has weighted all 'objectives' (shown in the top row, below) equally. There are more environmental objectives than others: scores against this type of objective typically tends to be negative. In addition, it is to be noted that the overall score resulting from the potential development of greenfield sites yields a negative value.
56. Reasonable alternatives are rejected at Stage 3 where the SA concludes that development would result in one or more 'major adverse effect' (highlighted in red with a triple negative).

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- Major adverse effect (---) = -3 points (Mitigation unachievable – recommended that site is not considered further)
- Moderate adverse effect (--) = -2 points (Mitigation achievable but problematic)
- Minor adverse effect (-) = -1 point (Mitigation easily achievable)
- Neutral effect (0) = 0 points
- Minor positive effect (+) = +1 point
- Moderate positive effect (++) = +2 points
- Major positive effect (+++) = +3 points

TABLE SHOWING SUMMARY OF ASSESSMENT SCORES LISTED IN ORDER OF SITE SUSTAINABILITY PERFORMANCE (MORE → LESS)

SITE	Sustainability performance (MORE → LESS)	Overall site score (+ position)	SA obj 1 (Biodiversity) overall score	SA obj 2 (Land + soil) overall score	SA obj 3 (Water) overall score	SA obj 4 (Air/poll'n) overall score	SA obj 5 (Climate) overall score	SA obj 6 (Energy) overall score	SA obj 7 (Heritage) overall score	SA obj 8 (Landscape) overall score	SA obj 9 (Housing) overall score	SA obj 10 (Inc comms) overall score	SA obj 11 (Transport) overall score	SA obj 12 (Economic) overall score
Site 6	MORE SUSTAINABLE ↑ ↓ LESS SUSTAINABLE	-3 (1 st)	--	--	-	--	-	++	-	--	+++	++	--	+++
Site 5		-4 (=2 nd)	--	--	--	--	-	+	--	-	+++	+++	--	+++
Site 4		-4 (=2 nd)	--	--	--	--	-	++	-	--	+++	++	--	+++
Site 2		-5 (=4 th)	--	-	-	-	-	+	-	-	+	+	-	+
Site 3		-5 (=4 th)	---	-	-	-	-	+	-	-	+	++	-	+
Site 1		-9 (6 th)	--	-	-	-	--	+	-	--	+	+	---	+

57. The detailed assessments for each site are set out in an interim sustainability appraisal report.

58. Potential mitigation measures are listed against each SA objective and are limited at this stage to that which would have a significant bearing on a candidate site's developable capacity.

59. The excerpt below is taken from the interim SA report and provides further detail behind the major adverse effects that lead to site removal at Stage 3.

60. Remaining sites may be taken forward to Stage 4. These are shown in the table below, along with nominal SHELAA housing capacities and proposed mitigation sought by sustainability appraisal. Mitigation is listed by SA objective and is limited at this stage to that which would have a significant bearing on candidate site capacity.

Table II: Sites removed at Stage 3

Site no.	Overall score	Name (SHELAA ref)	Reasons for removal
3	-5 (4 th)	Land at Staverton 425	The site is characterised by rough grassland, scrub and trees with one boundary shared with the railway, another the canal and the third has a watercourse running through it connecting the canal and the river which is considered to prime insect generating habitat. In view of the site's position and habitat composition there is good potential for foraging and commuting by bats associated with the Bath and Bradford-on-Avon Special Area of Conservation (SAC) and bat species in general.
2	-5 (=4 th)	Land to rear of 116 Trowbridge Rd and Land to rear of 118 Trowbridge Rd 646 & 647	There is only a very limited opportunity to provide an access to serve the quantum of houses proposed. Whilst the serving road is straight and may afford adequate visibility, the width and alignment of an access road may be out of kilter with the character of the local conservation area. The site acts as an extension of open habitat at land known locally as the 'Hilperton Gap' where surveys have demonstrated foraging and commuting by bats associated with the SAC. Hedgerows on the site are well established and well connected to tree planting and hedgerows off the site. In view of the site's position and habitat composition there is good potential for foraging and commuting by bats associated with the SAC and bat species in general.
1	-9 (6 th)	Land at The Uplands, Trowbridge 3644	The site is sustainably located and immediately adjacent to the existing limits of development (the settlement boundary) of the town. However, delivering a vehicle access is considered problematic with either third party land ownership constraints or engineering constraints associated with flood zones associated with the River Biss. Overcoming engineering constraints may prove to be difficult and expensive and possibly lead to a significant reduction in the potential developable area.

Stage 4 Selection of Sites

Methodology

- 61. The purpose of Stage 4 is to undertake further assessment of site options to select a preferred set of site allocations and policy requirements. The purpose is to ensure, if possible, that the more sustainable sites help to deliver place shaping priorities.
- 62. The more sustainable site options resulting from Stage 3 are individually evaluated against the Place Shaping Priorities at each settlement, since it is important to select sites that support locally-specific and important outcomes. An examination of each site option against the emerging Place Shaping Priorities helps determine this and aids the final selection of development proposals.
- 63. Below the sites are evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). At Stage 4 this helps decide between sites options where Stage 3 outcomes are finely balanced.

64. The SWOT assessment considers the following

	Significant strength and/or opportunity
	No significant SWOTs
	Significant weakness and/or threat

65. Place Shaping Priorities are specific to each settlement; for Trowbridge they are as follows:

Housing (PSP1) to: deliver an appropriate mix, tenure and type of housing to meet local needs.

Town Centre (PSP2) improving the resilience of the town centre by:

- protecting, improving and extending the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss, further enhancing it as a key feature of the town that connects and draws residents towards the town centre
- regenerating and repurposing the town centre / Trowbridge central area as a resilient service area that supports the development of the whole town and wider area, though the delivery of the Trowbridge Masterplan and Neighbourhood Plan. These plans will be outcome focused and help deliver a holistic strategy for the town centre that encourages spending, improves accessibility, better manages traffic and parking and safeguards heritage.
- focusing leisure and retail developments in the central area in order to safeguard the integrity of the town centre as a destination of choice.

Employment (PSP3): To deliver job growth and encourage business investment at the town to support job growth and greater levels of self-containment, thereby help reduce the need to travel away from the town.

Traffic (PSP4): To improve the range of transport modes that serve the town to reduce reliance on the private car and, levels of traffic congestion in the town..

Biodiversity (PSP5): Respect the integrity of the Bath & Bradford on Avon Bats Special Area of Conservation (SAC) by protecting and enhancing wherever possible important bat habitats around the town, as set out in the adopted Trowbridge Bat Mitigation Strategy. In particular, the pattern of planned growth at the town should be guided by the environmental constraints that limit the spatial options for development.

Education (PSP6): To ensure that a town-wide approach to future education provision is taken that addresses the need for primary and secondary places in appropriate locations..

Surrounding Countryside (PSP7): To balance the need to accommodate additional growth at the town with the need to respect, as far as is reasonably practicable, the individual identities of the villages of Hilperton, North Bradley, Southwick and West Ashton within the landscape setting of Trowbridge and their relationship to the town..

Green Infrastructure (PSP8): To protect, improve and extend the local green infrastructure network, particularly related to formal recreation activities and also along the River Biss.

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Results

Site	SA Rank	PSP1 Housing	PSP2 Town Centre	PSP3 Employment	PSP4 Traffic	PSP5 Biodiversity	PSP6 Education	PSP7 Surrounding countryside	PSP8 Green Infrastructure
6		Strength	Neutral	Neutral	Weakness	Neutral	Strength	Neutral	Weakness
		The site is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure.	This site will be more likely to increase reliance on cars and add to town centre congestion. This site is located between the A361 and A350 and is some distance from the town centre. There is the opportunity to provide cycle links to the town centre, but because the site is poorly related to the town therefore connecting cycle routes and the footpath network is going to rely on provision over third party land.	Topography of the site could limit the extent to which a substantial mixed-use scheme could come forward. This site has the potential to be able to provide mixed-use / employment land especially given its connectivity to the A361 and wider network. The site is removed from the built form of Trowbridge which would make connectivity harder to achieve than other sites. The Canal Road Industrial Estate is the closest Principal Employment Area	The site is removed from the built form of Trowbridge which would make connectivity harder to achieve than other sites. This is a large site where there is the space to include a network of well-connected footpaths and cycleways, which will rely on provision over third party land and connectivity for public transport could be provided to/from the town centre, and through into the surrounding countryside.	Consideration can be given for bats within and adjacent to the site. Consideration should be given for bats within and adjacent to the site. As this is a very large site there would be plenty of scope to avoid and mitigate impacts of habitat loss, e.g. Suitable Alternative Green Space (SANG) and new woodlands and wetlands.	This site is of a significant size and has the ability to include new schools and deliver educational provision of primary places in an appropriate location	Whilst in close proximity to the village of Hilperton there is enough separation to protect and maintain the integrity of the core of the village.	This site is not located near to the River Biss or the canal path and doesn't provide any opportunities to enhance or extend these green/blue corridors.

Site	SA Rank	PSP1 Housing	PSP2 Town Centre	PSP3 Employment	PSP4 Traffic	PSP5 Biodiversity	PSP6 Education	PSP7 Surrounding countryside	PSP8 Green Infrastructure
				accessible via the A361 and B3105.					
5		Strength The site is of a size that could deliver a range of housing to meet local needs with supporting infrastructure at a level that recognises the range of environmental constraints that affect growth at Trowbridge.	Neutral This site is some distance from the town centre. However, there is the opportunity to include paths and cycleways linking with the town centre, which could provide opportunities for people to visit the town centre ensuring it remains vibrant, minimising congestion and improving air quality.	Strength The site is close to the Canal Road Industrial Estate. There is a further opportunity to create links to the industrial areas at Semington and Bowerhill, Melksham, which are in closer proximity than other employment areas in Trowbridge	Strength This is a large site with sufficient capacity to include a network of well-connected footpaths and cycleways. Connectivity for public transport could be provided to/from the town centre, and through into the surrounding countryside. The significant size of this site would suggest that a mixed-use development involving residential, and other uses could be achieved that may help reduce the need to travel.	Strength The area could provide steppingstones for bats between Great Bradford Wood and Green Lane Wood. Consideration can be given for bats within and adjacent to the site. As this is a very large site there would be plenty of scope to avoid and mitigate impacts of habitat loss, e.g. Suitable Alternative Green Space (SANG) and new woodlands	Strength This site is of a significant size and in a good location close to the main urban area and could include new schools which has the ability to deliver educational provision of primary and secondary places in accessible locations.	Weakness The site is north of the village of Hilperton and may affect the landscape setting of Hilperton. There is enough capacity within the site to incorporate a buffer to protect and maintain the integrity of the historic core of the village.	Neutral The site is not located near the River Biss, but it is located next to the canal path and there is the opportunity to improve the green/blue corridor along the canal path towards the River Biss.

Site	SA Rank	PSP1 Housing	PSP2 Town Centre	PSP3 Employment	PSP4 Traffic	PSP5 Biodiversity	PSP6 Education	PSP7 Surrounding countryside	PSP8 Green Infrastructure
						and wetlands.			
4		Strength The site is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure at a level that recognises the range of environmental constraints that affect growth at Trowbridge.	Neutral This site is some distance from the town centre and the River Biss. However, there is the opportunity to include paths and cycleways linking with the town centre and the River which could provide opportunities for people to visit the town centre ensuring it remains vibrant, minimising congestion and improving air quality.	Strength The site is close to the Canal Road Industrial Estate. There is a further opportunity to create links to the industrial areas of Melksham, which are in closer proximity than other employment areas in Trowbridge.	Strength This is a large site where there is the space to include a network of well-connected footpaths and cycleways and connectivity for public transport could be provided across the town, to/from the town centre, and through into the surrounding countryside. The significant size of this site would suggest that a mixed-use development involving residential, employment and other uses could be achieved that may help reduce the need to travel.	Neutral There are three wildlife corridors on the perimeter, and it is highly likely these will be key SAC bat flight routes to and from the SAC. There is scope for mitigation with good opportunities to maximise wildlife habitat and secure enhancement of key SAC corridors, provide access to open space within and beyond the site.	Strength This site is of a significant size and could include new schools which has the ability to deliver educational provision of primary places in appropriate locations.	Neutral Whilst in close proximity to the village of Staverton there is enough of a buffer to protect and maintain the integrity of the core of the village.	Neutral The site is not located near to the River Biss, but the canal runs through the site. There is the opportunity to improve the green/blue corridor along the canal path towards the River Biss.

Conclusion

66. At Stage 3, the Sustainability Appraisal ranked the sites in the following order:

Site	SA Ranking of Sites	Comments
6	-3 (1 st)	<p>No major adverse effects (where mitigation is considered unachievable) are likely.</p> <p>Site 6 is considered the most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites.</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • Consideration will need to be given for bats within and adjacent to the site. Principles for buffering and offsetting habitats can be drawn from experience with the TBMS but additional habitat will be required to deliver net biodiversity gain. • given the size of this site, there will be a significant loss of greenfield, agricultural land of medium quality • the scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration. • the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development • likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • a likely significant impact on the local highway network • Major benefits for local economy through housing, employment, short-term construction jobs, increased local workforce, potential energy generation, new services and facilities, new road infrastructure. • Minor or neutral effects are likely for, water, climate change and heritage • Positive effects are likely for energy, housing, poverty and deprivation and economic growth.
5	-4 (=2nd)	<p>This is a relatively large site. No major adverse effects (where mitigation is considered unachievable) are likely.</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • Consideration will need to be given for bats within and adjacent to the site. Principles for buffering and offsetting habitats can be drawn from experience with the TBMS but additional habitat will be required to deliver net biodiversity gain.

		<ul style="list-style-type: none"> • given the significant size of this site, there will be a significant loss of greenfield, agricultural land of medium quality • the scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration. • the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development • the potential to impact on a range of designated and non-designated assets and the Hilperton conservation area. • The site is located adjacent to the Kennet and Avon canal and former wharf. • likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure • there is little capacity within existing schools. The site would be able to provide a two-form entry primary school and 8-form entry secondary school. • a likely significant impact on the local highway network • Major benefits for local economy through housing, employment, short-term construction jobs, increased local workforce, potential energy generation, new services and facilities, new road infrastructure. • Minor or neutral effects are likely for, climate change, energy, landscapes • Positive effects are likely for energy, housing, poverty and deprivation and economic growth.
4	-4 (=2nd)	<p>No major adverse effects (where mitigation is considered unachievable) are likely.</p> <p>Likely significant issues include:</p> <ul style="list-style-type: none"> • Consideration will need to be given for bats within and adjacent to the site. Principles for buffering and offsetting habitats can be drawn from experience with the TBMS but additional habitat will be required to deliver net biodiversity gain. • given the size of this site, there will be a significant loss of greenfield, agricultural land of medium quality • the scale of development likely on a site of this size will inevitably significantly increase levels of environmental pollution, including on air quality, noise, light and vibration. • the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development • the potential to impact on a range of designated and non-designated assets. • The site is located adjacent to the Kennet and Avon canal and former wharf.

		<ul style="list-style-type: none"> likely major benefits in terms of provision of significant amount of affordable housing and wide variety of mix, type and tenure a likely significant impact on the local highway network Major benefits for local economy through housing, employment, short-term construction jobs, increased local workforce, potential energy generation, new services and facilities, new road infrastructure. Minor or neutral effects are likely for, climate change, energy, heritage and landscapes Positive effects are likely for energy, housing, poverty and deprivation and economic growth.
--	--	--

67. The three sites assessed through the SA as performing the best and have overall similar scale effects. All the sites have a moderate adverse biodiversity, land use, air quality and transport effects. Site 6 performs slightly better in relation to objective 3 (water). Site 5, though is assessed in overall terms to be slightly less sustainable but performs stronger under the landscape and poverty and deprivation objectives.

68. At Stage 4, the sites were assessed against the emerging place shaping priorities, the outcome of which has resulted in changes in the ranking of the sites compared to the results of the SA.

Site	Stage 4 Ranking	SA Ranking of Sites	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP7	Change from SA Ranking
5	1	-4 (=2nd)	✓	✓/x	✓	✓	✓	✓	✓/x	✓/x	↑
4	2	-4 (=2nd)	✓	✓/x	✓	✓	✓/x	✓	✓/x	✓/x	↑
6	3	-3 (1 st)	✓	✓/x	✓/x	x	✓/x	✓	✓/x	x	↓

69. Sites 4 and 5 perform much more strongly in terms of achieving place shaping priorities compared to site 6, particularly in terms of being able to potentially deliver greater self-containment and critically important education infrastructure in a sustainable location. Even though site 6 was assessed to be more sustainable through the SA, given the relatively marginal differences between all three sites, the ability for development on sites 5 and 6 to deliver against more of the place shaping priorities for the town, merits them being selected ahead of site 6 as preferred locations for future growth.

70. Site 6 did not perform well against several of the place shaping priorities.

71. The preferred options for development are Sites 4 and 5. The preferred strategy sets a scale of growth over the plan period that requires additional land to be identified for around 1,800 new homes. For the purposes of sustainability appraisal Sites 3, 4 and 5 were estimated to provide in excess of 4,424 - 6,193 homes gross (Site 7 up to 3,382 – 4,735 houses and Site 8 1,042-1,458 houses).

72. Site 5 is capable of providing land for both a two-form entry primary school with nursery provision and a secondary school to be built. Evidence suggests that the secondary school is essential to support future development within the town. Site 5 is at a location

near planned growth both within the local plan review and the delivery of the strategic allocation at Ashton Park. Site 4 is also capable of providing land for a two-form entry primary school with nursery provision to meet the future needs of the town.

73. Both sites are adjacent to the Kennet and Avon canal and provide the opportunity to enhance the river corridor. The sites are capable of a comprehensive network that can encourage greater travel on foot, for cyclists and by public transport.
74. To the south east of the town are woodland sites that support a breeding population of Bechstein bats, associated with the Bath and Bradford on Avon Bats SAC. All development will be required not to adversely affect the integrity of designation and the habitat connections that are essential in order to support it. Both sites appear able to provide sufficient land for suitable mitigation measures.
75. This represents an ample pool of land to meet the scale of growth intended for Trowbridge over the plan period. It also provides land on a scale that can support the delivery of necessary transport and other infrastructure.

Preferred Options for Development

76. Further work has examined in more detail what land within these sites can be developed and what land cannot, having regard to constraints and requirements for mitigation. This work results in a schematic masterplan for the distribution of uses within the site. This represents the plan's preferred option.
77. As highlighted earlier in this report and the accompanying Settlement Report, to ensure that the long-term education needs of the town are met, the forecast indicative housing requirements (1,805 over the period 2016-2036) may need to be increased by approximately a further 800 homes. This is due to the fact that the planned schools at Ashton Park will only serve that development. In addition, at this stage of the plan making process, the existing schools around the town demonstrate a limited capacity to expand. Therefore, any new planned growth at the town will need to address anticipated capacity deficiencies at the town. At this stage of the plan making process, sites 4 and 5 offer the best option for delivering additional schools capacity and increasing self-containment.
78. This is an appropriate stage to invite comments about the scale of growth, the direction of the town's expansion and the form and location it should take.

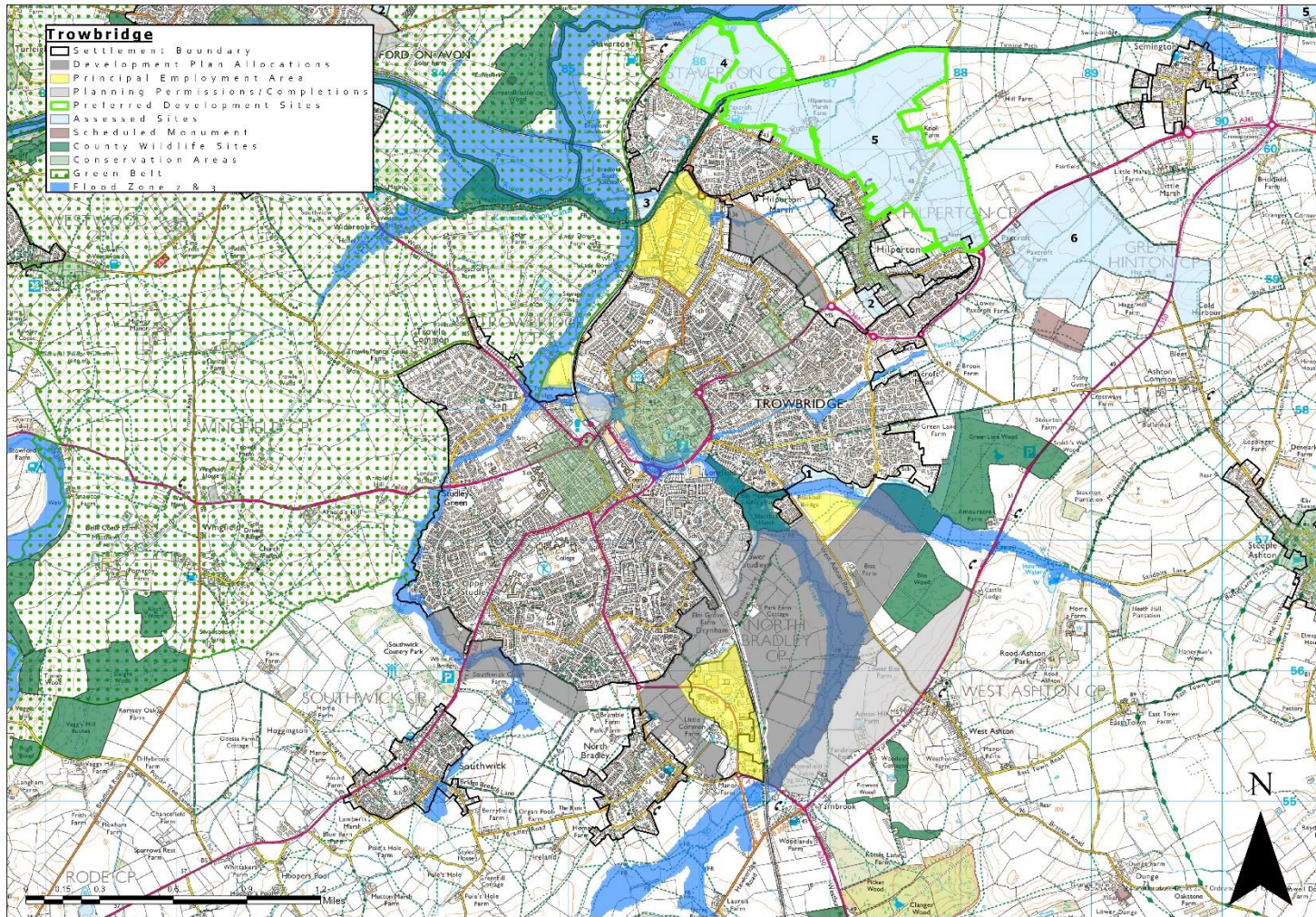


Figure 5 Map showing preferred development options

Wiltshire Local Plan Review

Planning for Warminster

Introduction

1. What will Warminster be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions could affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

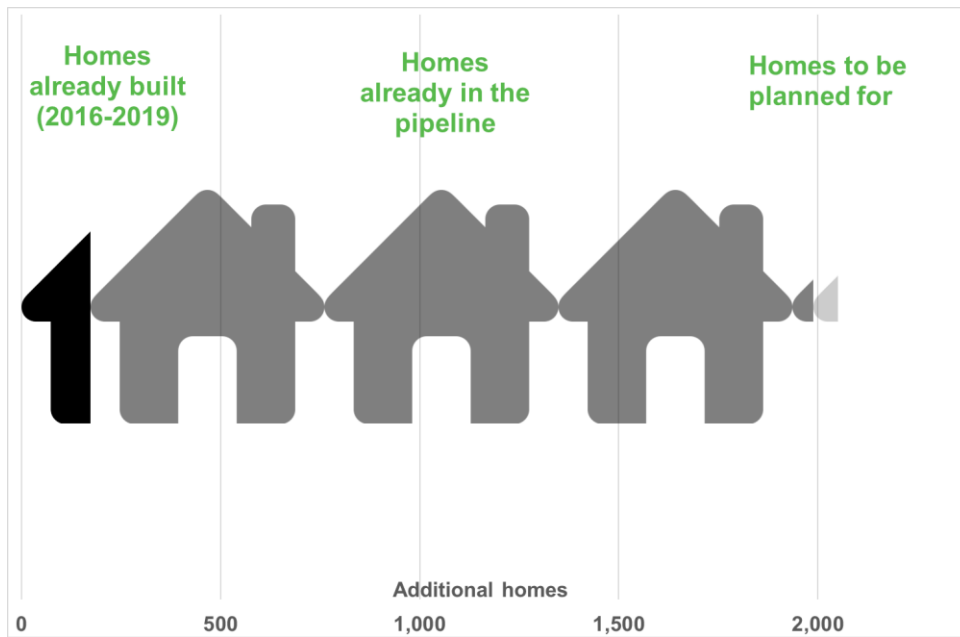
7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Warminster is in the Trowbridge Housing Market Area.
8. The Council has considered how best to accommodate the need for new homes, setting scales of growth by testing different distributions. The result of this work

suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 1,920 homes. The new strategy proposes a requirement of 2,050 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.

¹ In Warminster 173 dwellings have been built between 2016-2019 and at 1 April 2019, 1,816 homes are already in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated in the Wiltshire Housing Site Allocations Plan).



11. The Warminster West Urban Extension is the most significant developable commitment at the town. The planning application process has identified a capability to deliver a higher number of homes than was anticipated by the Wiltshire Core Strategy. In line with the Wiltshire Core Strategy allocation, the urban extension is to deliver approximately 900 homes prior to 2026. A remainder of approximately 650 additional homes is to be delivered up to 2036. As illustrated by the diagram above, this equates to a significant number of homes that are already planned for at Warminster.
12. When the number of homes already built and in the pipeline are deducted from the overall forecast requirements, it leaves a further 60 homes to be accommodated up until 2036. Both the Local Plan and Warminster Neighbourhood Plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
13. The Warminster Neighbourhood Plan was 'made' in 2016. It is in the process of being reviewed and the Neighbourhood Plan group are currently at the stage of determining the scope. There is an opportunity for the review to allocate sites for housing. The Neighbourhood Plan will also be able to propose other development on sites to meet identified local needs, set out design standards for new development or consider locally specific policies for climate change or that positively plan for brownfield sites.
14. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 130 homes could be built on brownfield sites over the next 10 years². This exceeds the amount of homes that remain to be planned for (60 dwellings) suggesting little if any additional greenfield land will be required.

² Further detail can be found in the Emerging Spatial Strategy paper.

15. The Local Plan ensures that the proposed scale of growth will be accommodated; where necessary to ensure supply of deliverable land to meet strategic housing needs and to help deliver large or complex sites such as the western extension. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
16. Planning positively for brownfield sites, as a part of reviewing the neighbourhood, can work alongside consideration of greenfield land. Where there can be certainty about brownfield sites coming forward, then this will reduce the amount of any greenfield land sought in this review of the plan.
17. At Warminster, given the modest scale of growth remaining to be planned for and the possibility to identify sites through a review of the neighbourhood plan, there may well be no need to allocate further greenfield land.
18. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

19. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
20. On current evidence, further employment land is not needed at Warminster. 6ha of employment land is allocated in the existing Wiltshire Core Strategy. Core Policy 35 of the Wiltshire Core Strategy supports Crusader Park/Warminster Business Park, Woodcock Road Industrial Estate and Northlands Industrial Estate as Principal Employment Areas. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs over the plan period to 2036.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place Shaping priorities

What priorities should we tackle?

21. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Warminster that will guide development and the direction of growth.

³ Further detail can be found in the Emerging Spatial Strategy paper.

22. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:

- Important local objectives or issues and how they can be addressed
- Opportunities that have been identified that can help support a local community's vision
- Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth.

23. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits

24. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Warminster Town Council to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process, these are the draft priorities that have been identified for Warminster.

- Deliver well designed homes to meet local needs alongside associated transport infrastructure.
- Promote sustainable transport modes through an integrated transport network.
- Strengthen the role of the town centre by encouraging spending; improving accessibility; better managing traffic and parking; and safeguarding heritage assets.
- Redevelop Warminster central car park and explore the potential for an expansion of the GP surgery on to the site.
- Manage, and where possible, reduce flood risk.
- Improve leisure facilities in line with the Wiltshire Council Leisure Services Review.

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

25. Land around much of Warminster is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focusing its own assessment of a smaller pool potential development sites that are shown on the

map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Warminster, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocations in the draft plan.

26. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
27. But, if Warminster is to expand further, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. A large urban extension to the west of the town already sets a direction. So what role will the release of further greenfield land have and where is it most appropriate to consider development options.
28. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in either the Local Plan or neighbourhood plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
29. In Warminster, only a small amount of land is required in order to meet strategic housing requirements. The review of the neighbourhood plan may consider whether further land is needed for development to meet the community's needs. The Warminster Neighbourhood Plan can select sites for development for new homes, business and other uses to meet local needs and work would focus first on identifying opportunities using previously developed land. The pool of sites provided here is a starting point for any greenfield sites.

QUESTIONS

Is this the right pool of potential development sites? Are there any other sites we should be considering?

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Are there important factors you think we've missed that need to be considered generally or in respect of individual sites?

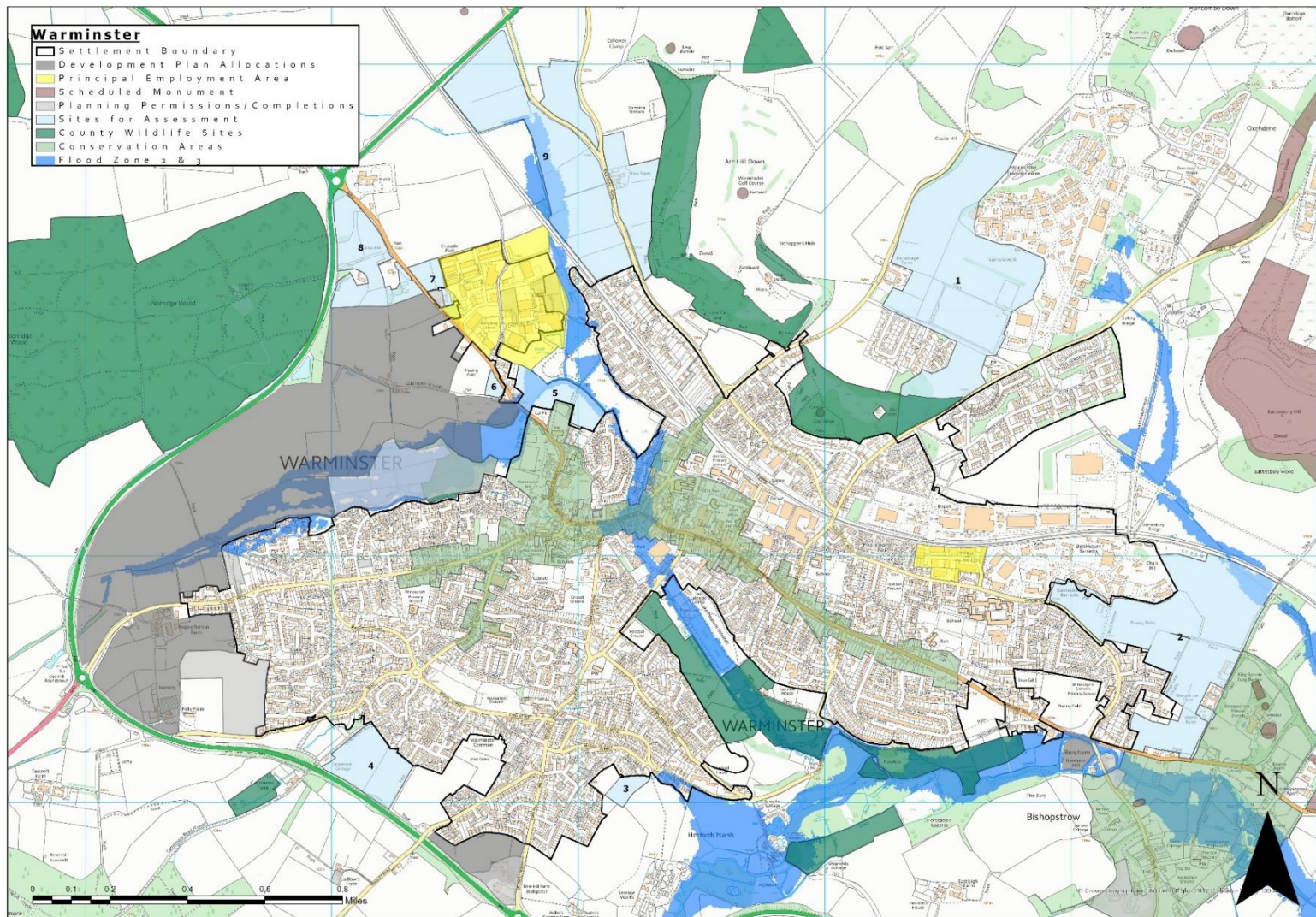


Figure 1 Map showing potential development sites for assessment

Nine potential sites have been identified in Warminster for further assessment of their development potential. Not all of these sites will be allocated for development. Given the relatively small amount of land that needs to be planned for at Warminster, not all of any particular site may be required at this time, but it would be sensible to consider the area as a whole when decision-making. Key considerations for these potential site options are provided below.

Considerations relevant to all of the sites:

- All sites would be required to make financial contributions towards the delivery of new early years, primary school places and health services at the town.
- Kingdown Secondary School is on a restricted site and a satellite expansion at the West Urban Extension is planned. Secondary school provision is a key consideration for all sites.
- The settlement is surrounded by visually and environmentally sensitive landscapes, which vary in character. Potential impacts on the landscape will need to be assessed at all sites.
- High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required for all sites, other than site 8.
- Phosphates/nitrates is a key consideration for all sites.
- Potential impacts on the A36 and A350 need to be assessed.

Site 1: North Warminster (Warminster 1), Land North of Elm Hill (Warminster 2) and Land South of Elm Hill (Warminster 3) (SHELAA sites 2069, 2070, 2071)

- The western and southern boundaries will require significant habitat buffers.
- An onsite primary school would be required.
- The landscape is characterised by the dramatic hills and the ridgelines that rise to the north, east and west of the site and contribute to the locally distinctive sense of place associated with the chalk hills. As such, the landscape has a medium to high sensitivity to change.

Site 2: Land North of Woodcock Road (Warminster 6), Land south of the Railway Line (Warminster 7), Land East of the Dene (SHELAA sites 2074, 2075, 603, 772704)

- There are opportunities for development at this site to enhance the railway corridor and ecological connectivity through the site.
- A housing development would need to be accompanied by new facilities with early years and primary education places.

- The site is archaeologically constrained. Any development of this site would need to assess and fully address effects on nearby King Barrow Scheduled Monument and any high value archaeological remains onsite.
- Potential harm to nearby designated assets significantly reduces the potential developable area of land in the south of the site. With development being more suited to the north. However, land to the north of the site contributes to the setting of the Battlesbury Camp Scheduled Monument and so any impacts on these important heritage assets will need to be considered.
- The landscape is characterised by the dramatic hills rising to the north and east of the site and it contributes to the separation between the town and the outlying rural settlements. As such, it has a medium landscape sensitivity.
- Areas of flood zone 2 and 3 associated with a watercourse to the north-east of the site reduce the developable area, but it presents an opportunity to enhance green/blue infrastructure.

Site 3: Land adjacent to Fanshaw Way (SHELAA site 3242)

- Potential bat foraging along the site boundaries and immediately offsite. Significant habitat buffers would be required.
- Surface water flood risk requires further investigation and a water drainage strategy would likely be required.

Site 4: Land at Warminster Common and Land south of Wren Close, Warminster (SHELAA sites 275, 3667)

- Cannimore Road is an important wildlife corridor for dormice and bats which are protected species. Significant habitat buffers would be required to avoid ecological impact, including the provision of additional habitat buffers along the A36 and the eastern boundary to alleviate disturbance from road traffic (noise and air quality).

Site 5: Land at Church Street (SHELAA site 303)

- The site forms part of an important green corridor into Warminster from the north west. Development at the site would likely require significant mitigation measures.
- The site is archaeologically constrained and there is a considerable risk that development will have a significant adverse effect on archaeological remains on site.
- There is a sensitive historic environment on this site due to its situation within the setting of the Grade II* listed Parish Church of St Deny's. This is likely to impact the developable area of the site considerably as the setting of the listed Church is considered to be extensive.

- The site is enclosed and subject to riparian vegetation and mature trees surrounding the churchyard. The Were flows through the site and is a highly valuable green/blue corridor. Consideration of the impact on these two landscape features is required and additionally, their contribution to local sense of place need to be taken into account.
- The location of The Were means that just under half of the site is not suitable for housing/other development vulnerable to flooding.
- Surface water flood risk is likely to reduce the developable area further and a drainage strategy is likely to be required.

Site 6: Land Adjacent 89 Bath Road Warminster Wiltshire BA12 8PA (SHELAA site 845314)

- This site forms part of an important green corridor into Warminster from the north west. Development at the site would likely require significant mitigation measures.

Site 7: 44 & 48 Bath Road (SHELAA site 1030)

- This site forms part of an important green corridor into Warminster from the north west. Development at the site would likely require significant mitigation measures.

Site 8: Land at Brick Hill and Land between Bath Road and A36 (SHELAA Sites OM005, 2091)

- This site forms part of an important green corridor into Warminster from the north west. Development at the site would likely require significant mitigation measures.
- The site is subject to historic landscape features. Norridge Wood Ancient Woodlands is within a 100m of the site. The west of the site formerly formed part of the Ancient Woodland and has retained a legible character. Consideration of the potential impacts on the historic landscape character is required.

Site 9: Land at New Farm, Warminster (SHELAA site 3767)

- Arn Hill Down County Wildlife Site adjoins the easternmost boundary of the site and a significant habitat buffer would be required.
- Careful consideration of the landscape impact on Arn Hill Down and its setting will be needed, including the importance of the existing visual separation between Warminster and Upton Scudamore and other landscape features.
- Flood zones 2 and 3 associated with the watercourse to the west of the site reduces the developable area by approx. 10%. This also provides a green and blue infrastructure opportunity. Development in this area would need to be carefully planned to address drainage.

Settlement profiles

30. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>The West Warminster Urban Extension is projected to consume any surplus places in existing early years education provision.</p> <p>A surplus in primary years places is forecast following the reduction in military personnel at the town. This will most likely create spaces in the east of the town.</p> <p>There is a planned 30 place expansion of Kingdown School to be located at the West Urban Extension. A small surplus of places is emerging.</p> <p>Planned changes at the garrison are likely to have a further impact on secondary school capacity.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Warminster are currently unconstrained. They are also unconstrained in relation to energy generation, according to SSEN's Generation Availability Map.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>

Topic	Comment
Sport and Leisure Facilities	<p>At Warminster there is an identified need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Sports pitches: There is a need for a full size 3G ATP in the area of Warminster / Westbury. Grass Pitches are to be supplied via the West Warminster Urban Expansion. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Warminster Sports Centre will be informed by this work, which will include planned growth and demand.
Health	There is one GP surgery, which does have capacity issues.
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 21% in the 60-74 age group and 89% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 2% and the 15-29 age group to by 2%. Finally, the 30-44 age group is expected to decrease by 1% and the 45-59 age group to decrease by 19%.</p> <p>Local Household Incomes</p> <p>The annual average gross income is £38,300 and the net income after housing costs is £26,000.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price is £172 100 Annual gross income £38 300 Affordability ratio is 4.49.</p>
The local economy	<ul style="list-style-type: none"> • High concentration of jobs in Education, Health & Social Work, and Manufacturing • Longleat Enterprises plan to develop a major hotel/conference facility to augment core businesses, potentially significantly increasing their tourism/hospitality jobs • West Warminster Urban Extension allocation includes 6 ha of employment land • Very limited supply of employment sites and premises available in Warminster, particularly affordable sites • Woodcock Industrial Estate needs urgent upgrade • Crusader Park and Warminster Business Park not operating at full capacity • Town centre vacancy rates are consistent with the national average.

Topic	Comment
	<ul style="list-style-type: none"> • There is no or limited capacity for additional convenience and comparison retail floorspace up to 2036.
Transport	<p>Key features</p> <p>Warminster is well served by the A36 / A350 which provides a direct link to west Wiltshire, Bath, Salisbury and the south coast. The A36 provides a bypass for Warminster and alleviates the majority of through traffic.</p> <p>Warminster is served by bus routes to west Wiltshire, Bath and Salisbury. There is also a town bus service serving those areas lying away from the inter-urban routes.</p> <p>Warminster rail station provides good connectivity within and beyond the county.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • AM and PM peak hour delays on the B3414 High Street / Market Place particularly at the Weymouth Street junction. • Warminster town centre has a linear high street which can result in large cross-town traffic movements. This is exacerbated by the presence on the east side of town of the sole secondary school and the army garrison. • Peak hour traffic delays on Station Road and into key destinations affecting bus services. • Facilitating future development growth may increase pressure on east to west routes via Warminster town centre - only two routes currently facilitate this internal movement. This may cause rat running through residential and rural roads. <p>Opportunities</p> <ul style="list-style-type: none"> • The regeneration of the Central car park area as proposed in both the town and neighbourhood plans could help improve present traffic flows and reduce congestion. • Extension of TransWilts train services through to Salisbury and Southampton. • Opportunities for walking/cycling in the vicinity of the Warminster Urban Extension (WUE) will be brought forward via development and contributions.

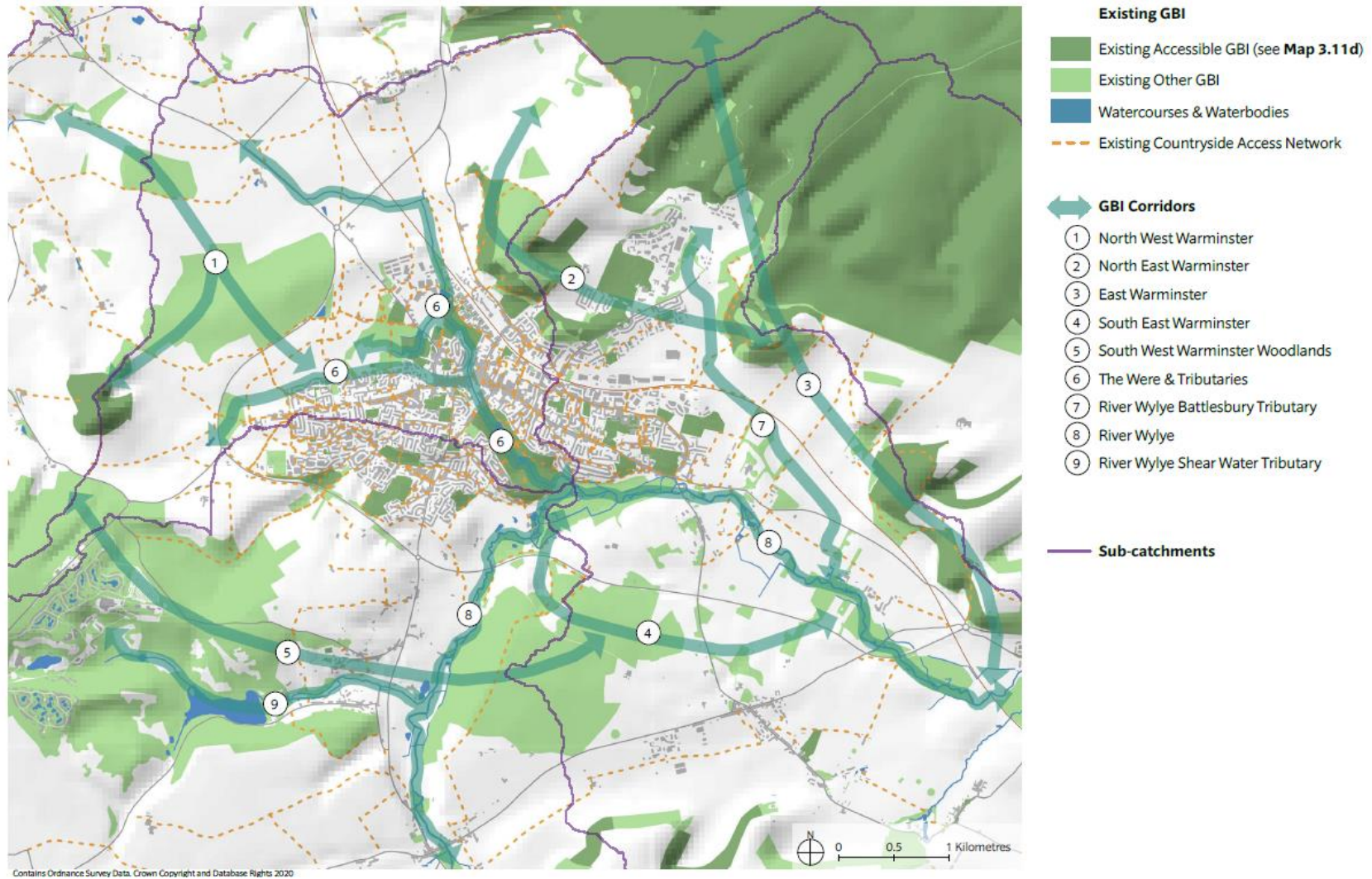


Figure 2 Map showing Warminster Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

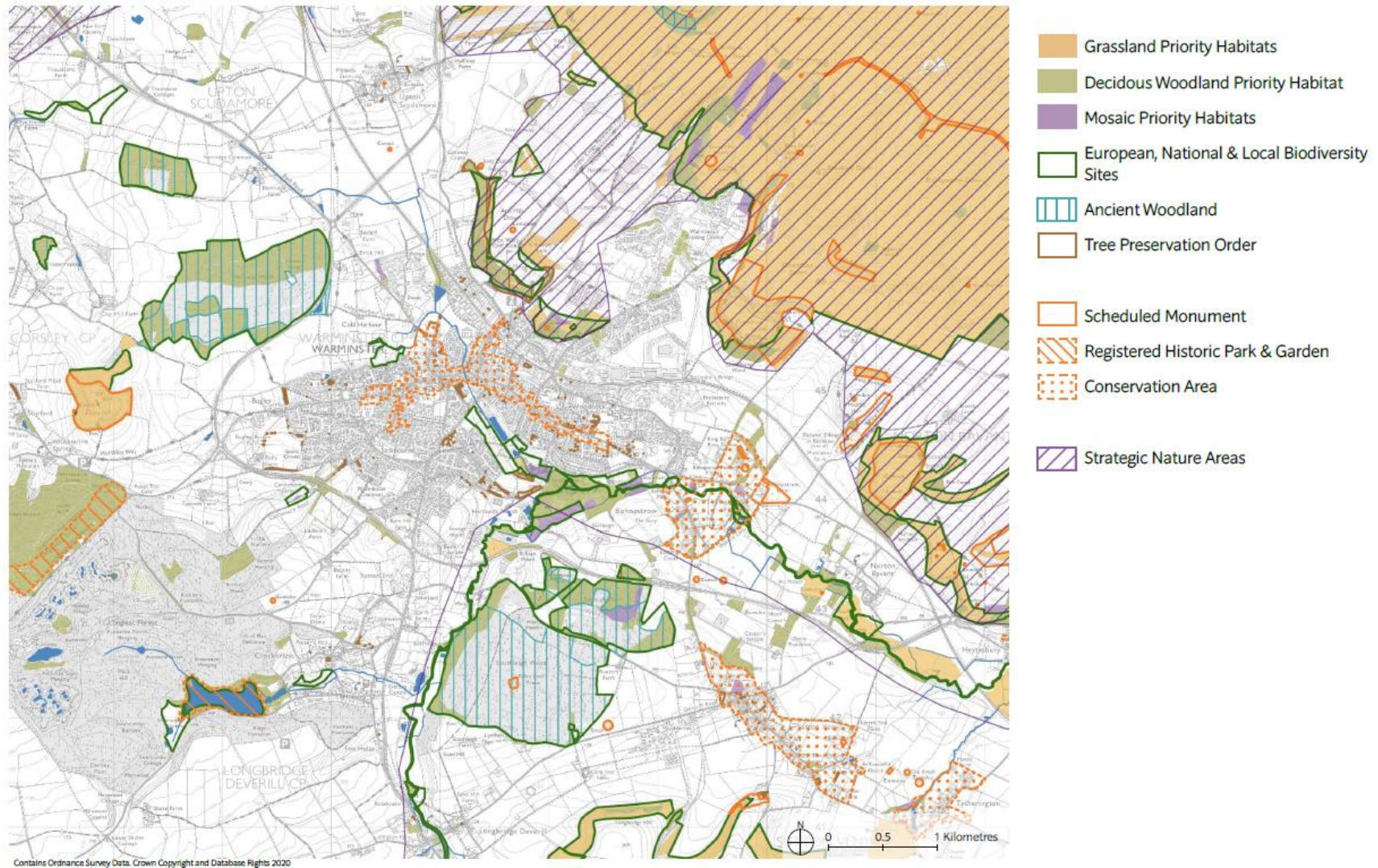


Figure 3 Map showing Warminster Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Warminster – Pool of Potential Development Sites

Site Selection Report

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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for most planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built up area of Warminster– a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Warminster the requirement emerging is for an additional 2,050 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Warminster Neighbourhood Plan. Taking account of this amount, approximately 60 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called 'Emerging Spatial Strategy'.

Summary of the site selection process

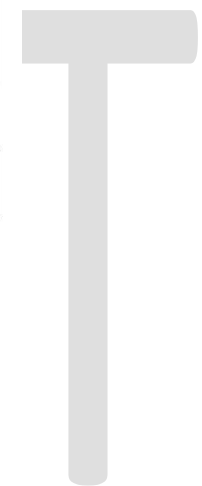
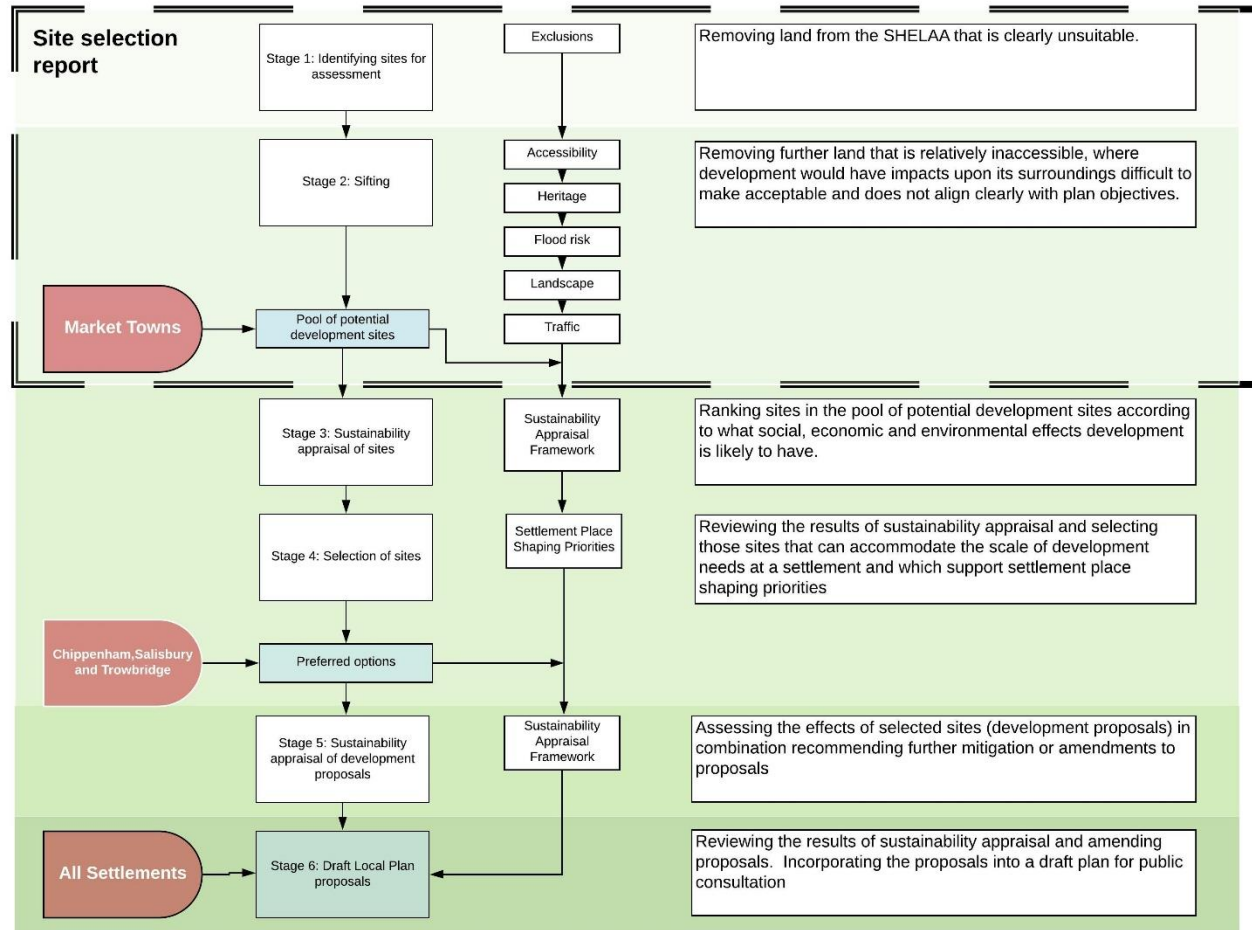


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on planning for growth on how to plan for growth

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage three in the process. This assesses the likely significant effects of potentially developing each site when considered against a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and place shaping priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁵Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edges of Warminster and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that only two sites have been excluded. Site 631 is excluded because it is designated as Local Green Space in the Warminster Neighbourhood Plan and site OM006 is excluded because it is not well related to the main settlement.
25. Land designated as Local Green Space by the Warminster Neighbourhood Plan has not been included.

Results

26. SHELAA land parcels excluded from the selection process are shown in red on the map below.

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Stage 2 Site Sifting

Methodology

27. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

28. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

29. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
30. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
31. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

32. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
33. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
34. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1 – i.e. the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
35. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
36. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red) , medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

37. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
38. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of site options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
39. The distribution and number necessary to provide a reasonable pool of alternative site options can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
40. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
41. This strategic context evidence describes the settlement's:
- Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
42. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
- The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.
 - A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.
43. Sometimes these influences will not bear on site selection. In other instances, they may be important.

44. A description of the settlement strategic context for Warminster is shown in the table below:

Warminster Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Warminster has grown towards the east and west outwards from its historic town centre. The town is constrained to the south by Small Brook Meadows County Wildlife Site and Local Nature Reserve; and the River Wylfe Local Nature Reserve and flood zones 2 and 3 associated with the river. The Were (Swan River) connects to the River Wylfe at the south of the town and continues northerly through the town centre and extends to the east and north. Detached employment land to north-west is an example of growth within flood risk constraints at Warminster.</p> <p>The A36 comprises a physical limit to development to the west and south and the A350 comprises a limit to development in the north.</p> <p>Land allocated by the local plan includes a major urban extension to the west and small sites to the south, extending the settlement toward the A36, and east, extending the settlement along Boreham Road.</p> <p>Warminster Garrison and developed land within the Warminster settlement boundary, but detached from the main settlement boundary, are positioned to the north-east of the town.</p>
Significant environmental factors	<p>There are significant areas of flood risk associated with the River Wylfe in the south and south-east of the town and the Were to the north and north-west of the town.</p> <p>The River Wylfe forms part of the River Avon Catchment and River Avon Special Area of Conservation. The river flows from the south of the town towards the centre and follows the southern edge out towards the east.</p> <p>Smallbrook Meadows County Wildlife Site and Wiltshire Wildlife Trust Reserve are positioned to the south of the town and comprise approximately 21 hectares, the Smallbrook Meadows Local Nature Reserve and the River Wylfe Local Nature Reserve.</p> <p>The town centre is almost entirely within Warminster Conservation Area, this designation extends to the west and east, with the eastern boundary meeting the Warminster settlement boundary at Church Lane. Heritage impact is a key consideration for any development in this area.</p> <p>Bishopstrow Conservation Area to the east is a heritage constraint which is likely to limit the spread of the Warminster urban area in this direction.</p> <p>The north-east edges of the settlement are subject to historic landscape features including Bowl barrow on Arn Hill Down Scheduled Monument, Bowl barrow on the summit of Cop Heap Scheduled Monument and Battlesbury Camp Scheduled Monuments. These are accompanied by a varied topography and a high-quality landscape, restricting development opportunities, but also making heritage impacts a key consideration.</p> <p>The Salisbury Plain Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest begin at Battlesbury Hill and extend to the north east. Further constraining growth to the north east and providing a key consideration for development in this area.</p>

	<p>The A36 is a physical limit of development to west and south. While the A350 is a limit to the north. The Portsmouth to Cardiff railway line runs through the town and is a manageable constraint to the north west and east.</p> <p>The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and Norridge Wood Country Wildlife Site and ancient woodland are positioned to the west of the A36 and further limit opportunities for growth in the south and west, respectively.</p>
<p>Scale of growth and place shaping priorities</p>	<p>The emerging strategy looks to consolidate growth at Warminster, reflecting the significant number homes in the pipeline to deliver significant growth at the town.</p> <p>Place shaping priorities look to ensure growth takes consideration of the environmental constraints at the town and delivers infrastructure to support sustainable transport. The town centre is considered an area for improvement and regeneration, while indoor leisure facilities need to be enhanced.</p>
<p>Future growth possibilities for the urban area</p>	<p>A small proportion of additional land is required for additional growth. Opportunities presented include:</p> <ul style="list-style-type: none"> • Urban extension to the east. • Northern extension to Warminster West Urban Extension. • Large scale growth to the north-east. • Strategic opportunity in the north/north-west.

Combining sites

45. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

Site Assessment Results

46. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
47. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

SHELAA Reference Page 651	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
03	Land at Church Street						<p>The site is positioned north of Bath Road (B3414) and to the north-west of Warminster. The site encroaches on the gap between the main settlement of Warminster to the south and Warminster Business Park to the north. The initial traffic assessment identifies this site as being within 1000m of a congested corridor and there is an increased potential for traffic impacts arising from the development.</p> <p>The River Were runs from west to the east of the site, and as such the site is intersected at the west and surrounded on the north eastern boundary by Flood Zones 2 and 3 (following the water body) and is subject to fluvial and ground water flood risk. The extent of this risk and mitigation opportunities are to be explored further.</p> <p>The site adjoins the Warminster Conservation Area on the southern boundary and is positioned within the setting of Grade II* Parish Church of St Denys'. The mitigation of heritage impacts is to be considered.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
845314	Land Adjacent 89 Bath Road Warminster Wiltshire BA12 8PA						<p>The site is subject to a lapsed planning permission for a Gypsy/Traveller site.</p> <p>The site is positioned south of Bath Road (B3414) and to the north-west of Warminster. The initial traffic assessment identifies this site as being within 1000m of a congested corridor and there is an increased potential for traffic impacts arising from the development.</p> <p>In landscape terms, although adjoining an existing allocation, the site is positioned away from the settlement boundary and so development would be required to overcome any landscape impacts. Nonetheless, given that the site adjoins an existing allocation, opportunities to mitigate the impacts are likely.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2030	44 & 48 Bath Road						<p>This site is positioned to the north west of Warminster and adjoins the settlement boundary at Crusader/Warminster Business Park. The boundaries on all sides and particularly areas in the east of the site are subject to thick vegetation.</p> <p>The site falls east of Bath Road, 1500m away from a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>The site is positioned away from the main settlement boundary and development risks beginning to encroach on the countryside suggesting that there is a potential for landscape impacts. The extent of these and potential for mitigation is to be explored further.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
OM005	Land at Brick Hill						<p>The site falls west of Bath Road. The site is 1500m away from a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>Due to the position of the site away from any existing built development, it is considered to have the potential to lead to urban encroachment on the countryside and a landscape impact as a result.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
2091							<p>This site does not adjoin an existing allocation or the settlement boundary. It does however adjoin Site 2091, which adjoins an existing allocation. As there are no significant physical boundaries between the two sites they should be combined.</p> <p>The position of the site away from the existing urban area means that there is less access to services at Warminster. However, this has not been assessed as an unacceptable level of accessibility to services and facilities.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
275	Land between Bath Road and A36						<p>The site falls west of Bath Road. The site is 1500m away from a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>There is a risk of landscape impacts through urban encroachment on the countryside as the site does not adjoin the settlement boundary. The site does however adjoin an existing allocation. Development that is well planned and subject to phasing could be able to overcome these landscape concerns and be appropriate in this location.</p> <p>The position of the site away from the existing urban area means that there is less access to services at Warminster. However, this had not been assessed as an unacceptable level of accessibility to services and facilities.</p> <p>As the site adjoins an existing allocation and is positioned between this and SHELAA site OM005, the lack of physical boundaries suggests that this site should be grouped with OM005.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
275	Land at Warminster Common						<p>The site is positioned north of the A36, while Cannimore Road follows the western site boundary. Physically, the site slopes slightly away from the settlement boundary of Warminster.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
Page 654							<p>Vegetation lines the southern boundary along the A36 forming a natural buffer between the site and the A road. It is within 500m of a congested corridor, suggesting that development is likely to lead to traffic impacts and the site is less favourable in traffic terms.</p> <p>The site adjoins the Warminster settlement boundary to the north. The site has been assessed as being subjected to reduced access to services and facilities at the town, however this does not constitute an unacceptable level of access to services and facilities.</p> <p>The lack of physical barriers suggests that this site should be grouped with part of site 3667 to the east (north of A36).</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3667	Land south of Wren Close, Warminster						<p>This site lies to the north and south of the A36. It falls south of Wren Close and Swallow Close, which are situated within the Warminster settlement boundary.</p> <p>Physically, the site is raised in parts, with land rising up and away from the Warminster settlement boundary. Thus, in landscape terms the site, is somewhat enclosed, sitting in a small valley. This is likely to lead to reduction of the developable area.</p> <p>The site adjoins the Warminster settlement boundary to the north. The site has been assessed as being subjected to reduced access to services and facilities at the Town.</p> <p>To be grouped with 275. The boundary of the site is reduced so that it does not include land south of A36 which forms a major physical boundary within the site, in addition to vegetation lining the A road.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3242 Page 655	Land adjacent to Fanshaw Way						<p>The site adjoins the Warminster settlement boundary on only its north-eastern edge. To the west is amenity greenspace associated with a 1990s residential development to the north. The site has a varied topography, sloping downwards away from the settlement boundary.</p> <p>Landscape issues relate to the potential for urban encroachment due to the site's relationship with the existing settlement boundary, but the site is of sufficiently small scale to be overcome through careful management of the open boundary.</p> <p>Current access to the site is off Ashley Coombe to the west of the site. The site does not seem to be well related to more suitable residential roads and the traffic assessment found that the site is within 1000m of a congested corridor and there is an increased potential for traffic impacts arising from the development.</p> <p>The site has been assessed as being subjected to reduced access to services and facilities at the Town, however this does not constitute an unacceptable level of access to services and facilities.</p> <p>There is a potential for groundwater flooding across the entirety of the site, further investigation including mitigation opportunities to manage flood risk are required.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
603	Land East of the Dene						<p>The site is situated north of Boreham Road. It is within 1500m of a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>The site has been assessed as having poorer access to services and facilities at the Town, however this does not constitute an unacceptable level of access to services and facilities.</p> <p>The eastern boundary of this site adjoins Bishopstow Conservation Area and is closely related to a number of listed buildings. There is a potential for adverse heritage impacts on nearby Grade II listed buildings, the designed setting of Bishopstrow House and Battlesbury Hill Scheduled Monument, as well as the setting of Bishopstrow Conservation Area. The site was removed from</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>the Wiltshire Housing Sites Allocation Plan on these grounds, but there is an opportunity for further assessment of a reduced scheme situated in the north west of the site.</p> <p>Given the above and location of this site, insofar as its position within a larger eastern group of sites, it is to be grouped with 2074 and 2075.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2074 Page 656	Land North of Woodcock Road (Warminster 6)						<p>The site is positioned to the east of Warminster and adjoins the settlement limits along all but the eastern boundary. While the site is not made up of any built development, it is currently in use as training/playing fields as part of the Battlesbury Barracks complex. Woodcock road is positioned to the south of the site and initial traffic assessment provides that the site is within 1500m of a congested corridor.</p> <p>Land around this site contributes to the setting of Scheduled Battlesbury Camp, as a result heritage impact and need for mitigation is considered likely.</p> <p>Due to the position of the site, it would be logical to consider its delivery alongside the other sites to the east of Warminster. Therefore, it is to be grouped with sites 2075 and 603.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2075	Land south of the Railway Line (Warminster 7)						<p>A small part of the western boundary adjoins the settlement boundary to the west. The railway line follows the northern boundary of the site, while tracks provide access to the site. The initial traffic assessment provides that the site is within 1500m of a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>The site has been assessed as having less to services and facilities at the town, although this level of access is not considered unacceptable.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
069 Page 657							<p>Land around this site contributes to the setting of Scheduled Monument - Battlesbury Camp, as a result heritage impact and need for mitigation is considered likely. In landscape terms there is a risk that developing this site will lead to a loss of views to and from Battlesbury, Scratchbury and Middle Hill. Site 2075 is considered to be the most sensitive in landscape terms.</p> <p>Although a small part of the boundary adjoins the settlement boundary, particularly in achieving access, there is sense in considering the site as part of the cluster of sites on the east of Warminster and thus, it is to be grouped with sites 2074 and 603.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
	North Warminster (Warminster 1)						<p>The site is approximately 500m from the settlement boundary, positioned to the east of Cracle Hill. It is poorly related to the town of Warminster, but adjoins garrison/MOD development, adjoins the site along the eastern boundary. The site rises significantly towards the northern part, which the east of the site is subject to some development for sports pitches. The initial traffic assessment has highlighted that this site is within 1500m of a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>The site has been assessed as being subjected to reduced access to services and facilities at the Town, however this does not constitute an unacceptable level of access to services and facilities.</p> <p>In landscape terms, development in the south site is considered to be more suitable for development, while development to the north would be more likely to lead to landscape impacts.</p> <p>It is not clear at this stage how access would be achieved, but when taking account of the position of this site away from the settlement boundary, (on its own it would be excluded from further consideration) it is necessary for any future assessment to consider the site along 2071 and 2070.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
2070	Land North of Elm Hill (Warminster 2)	Green	Green	Green	Green	Yellow	<p>The site is positioned to the north of Elm Hill. There is built garrison/MOD development to the south of the site at Elm Hill, although not within situated within the Warminster settlement boundary. The initial traffic assessment has outlined that the site is within 1000m of a congested corridor and there is an increased potential for traffic impacts arising from development.</p> <p>The site does not adjoin the settlement boundary. It does adjoin Site 2069 to the north and Site 2071 to the south, although vehicular access to Elm Hill and tree lining is apparent along the southern boundary. Due to a lack of major physical constraints on the boundaries, the site should be considered alongside 2069 and 2071 as part of any further assessments.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2071	Land South of Elm Hill (Warminster 3)	Green	Green	Green	Green	Yellow	<p>There is a large amount of vegetation situated in the south of this site. The site is subject to some topographical limitations in the south with land sloping away from Cop Heap to the south-west. These constraints are less apparent in the northern part of the site.</p> <p>The site is positioned to the north-west of Imber Road and to the south of Elm Hill. The initial traffic assessment outlines that the site is within 1000m of a congested corridor, suggesting that there is an increased potential for traffic impacts arising from development.</p> <p>The site adjoins the settlement boundary at Imber Road to the south-east and is to be grouped with 2069 and 2070 which alone are not related to the settlement boundary despite nearby garrison/MOD development.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
793	Westbury Road	Green	Green	Green	Red	Yellow	<p>The site is positioned to the north west of Warminster and to the north of Westbury Road. The initial traffic assessment has indicated that this site is within 500m of a congested corridor and development has a higher potential traffic impact.</p>	✗

SHELLAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>All boundaries of the site are lined by trees. The site is directly adjoined by Arn Hill County Wildlife site to the north and east. The site has prominent views across the valley with a gentle rise that would make mitigation difficult. The site is also at the base of Arn Hill Down a prominent landscape feature with wooded green infrastructure slopes. This site would effectively breach the line of the road which acts as a barrier between the urban form and sensitive rural landscape. Consequently, this site should be excluded on landscape grounds.</p>	
3767 Page 659	Land at New Farm, Warminster						<p>The site is positioned to the north-west of Warminster, with parcels positioned to the west and east of Westbury Road. The site is situated north east of Crusader Business Park and Warminster Business Park. It is separated by the railway line, which runs adjacent to the western boundary of the westernmost plot.</p> <p>The initial traffic assessment provides that the majority of the site is within 1500m of a congested corridor and there is some potential for traffic impacts arising from the development.</p> <p>Land along the western boundary, following the railway line, is subject to flood risk, including both Flood Zones 2 and 3. Potential impacts need to be investigated further.</p> <p>While the entirety of the site is sensitive in landscape terms, the north of the site, which lies near to the A350, and the site's surroundings are highly sensitive as it is situated further away from the settlement. The site meets the Warminster settlement boundary at a well-defined urban edge, which is considered a sensitive rural edge to the town. This landscape sensitivity, the large size of the site and proximity to Arn Hill Down, suggests landscape impacts, which require further detailed assessment and consideration of mitigation, likely reducing the developable area.</p> <p>The site has been assessed as being subjected to reasonable access to services and facilities at the Town. Less access is identified in the north of the site.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

The following sites have been combined:

Ref	Reason
OM005, 2091	These sites adjoin one another and together could form an extension to the WCS allocation.
275, 3677	Site 275 and the east of 3677 are not subject to any physical barriers. The western part of 3677 is to be excluded at this stage as it is positioned to the west of the A350 and therefore lacks connectivity to the rest of the site.
2069, 2070, 2071	These sites are believed to be under the same ownership and adjoin one another. Sites 2069 and 2070 do not adjoin the settlement boundary themselves.
2074, 2075, 603	These sites are well related making up much of the land on the eastern edge of the Town. The sites are not subject to any significant physical boundaries and any mitigation of impacts on heritage and landscape is most likely achieved through developing the site as a single parcel.

DRAFT

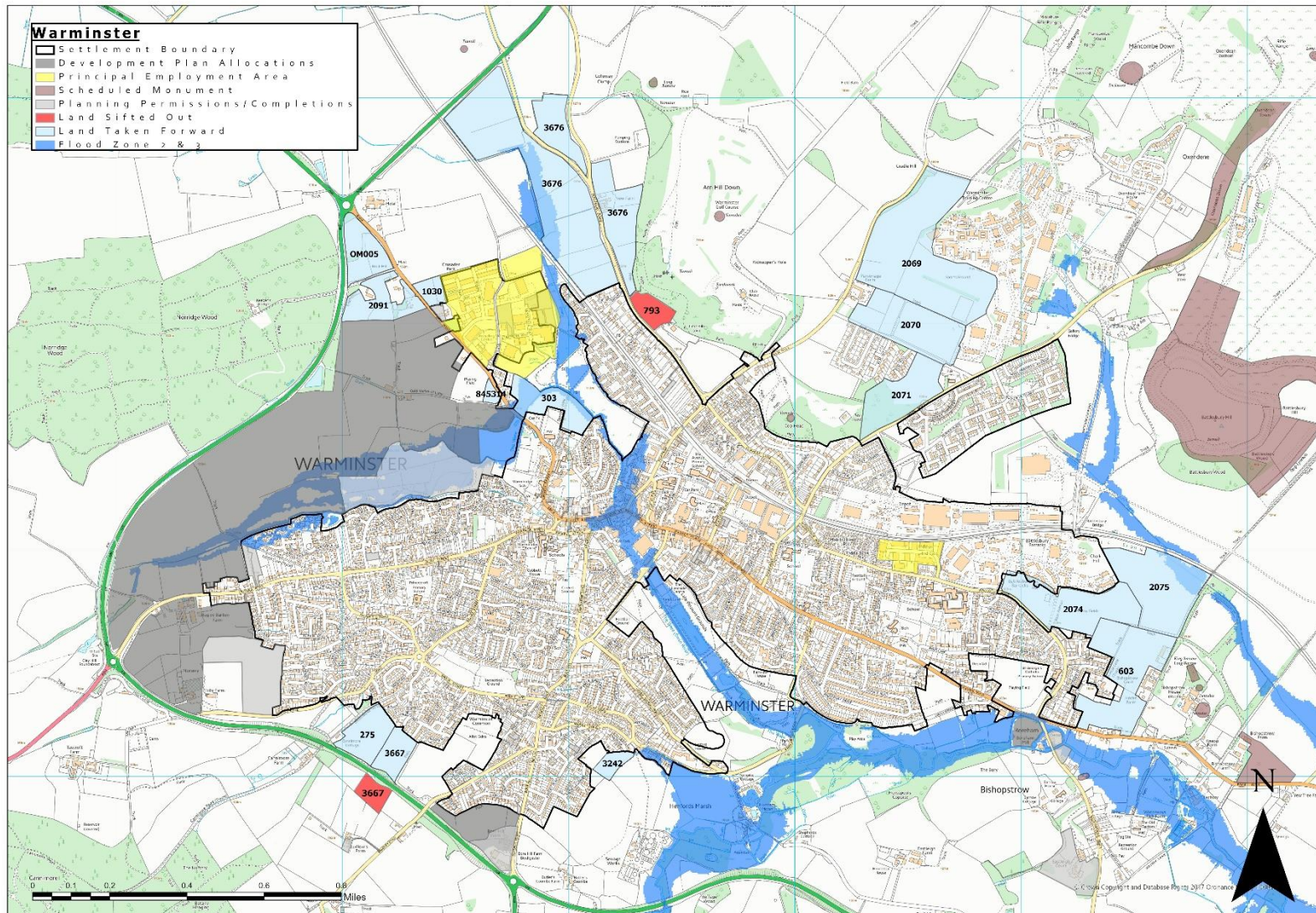


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

48. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

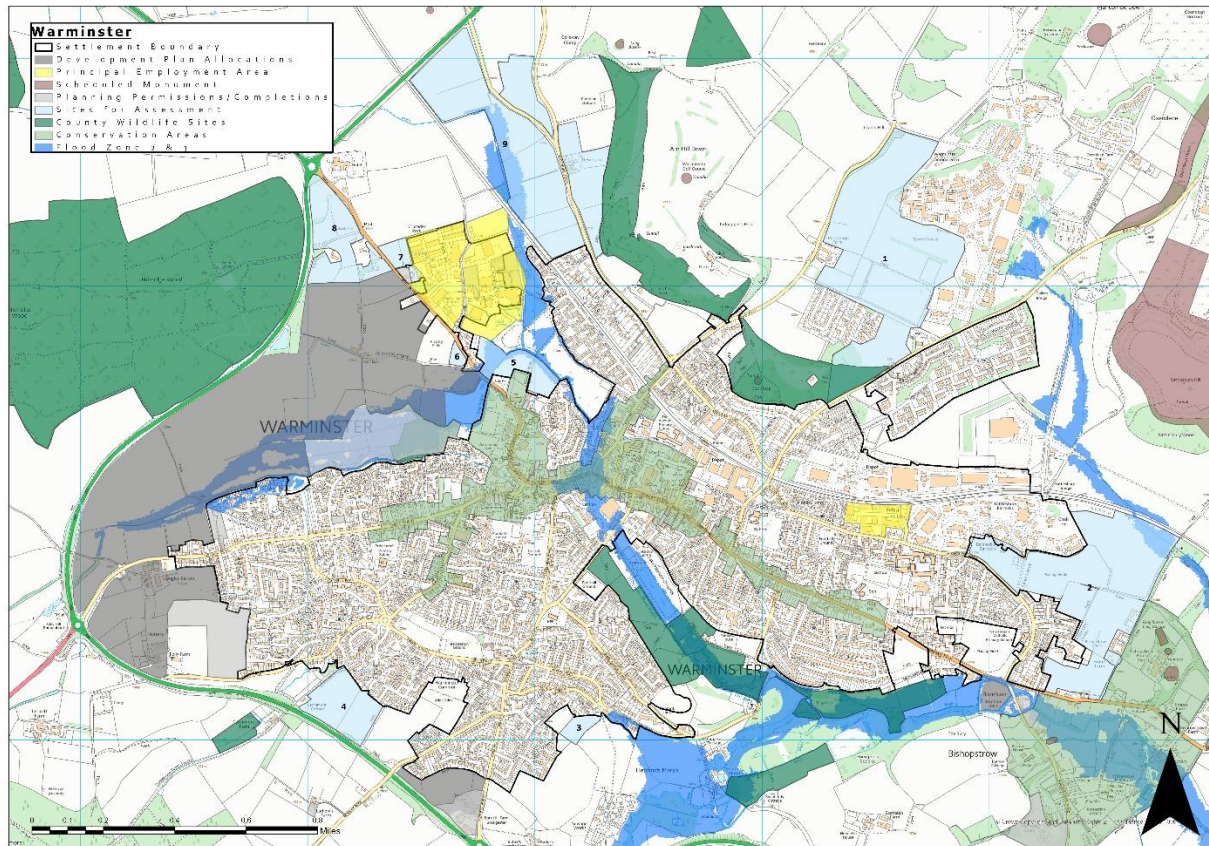


Figure 4 Map showing pool of potential development sites

Wiltshire Local Plan Review

Planning for Salisbury

Introduction

1. What will Salisbury be like in the future?
 - How much should the city grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the city develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

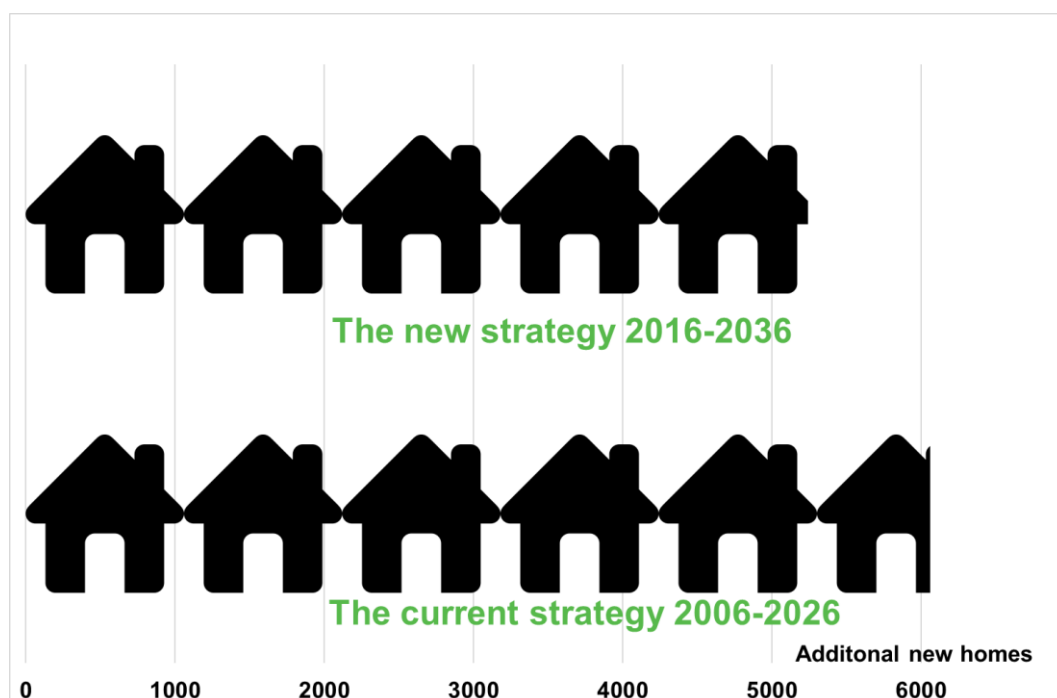
How much should the city grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements may be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place, and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Salisbury is the main centre of the Salisbury Housing Market Area.

8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below.

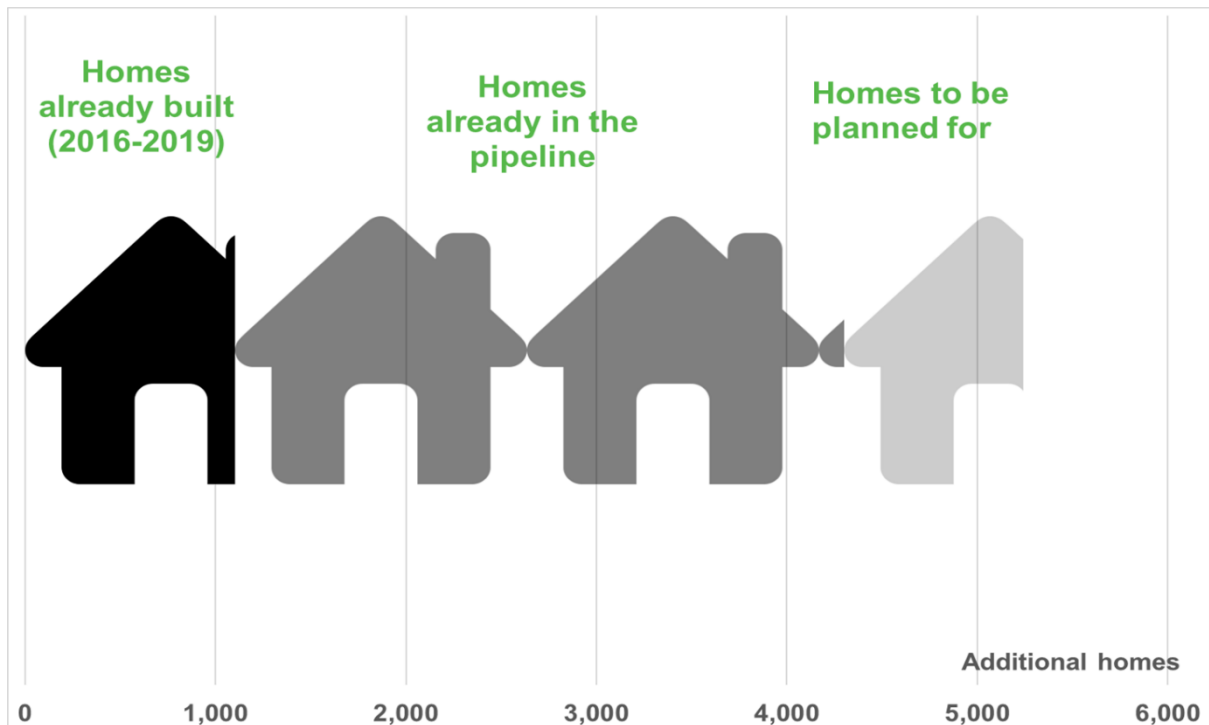


9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 6,060 homes; although this included growth at Wilton also. The new strategy relates to Salisbury only and proposes a requirement of 5,240 homes for the plan period 2016-2036.
10. From the total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.
11. When the number of homes built and in the pipeline is deducted it leaves a further 940 homes to be accommodated up until 2036. Both the Local Plan and Neighbourhood Plan can allocate sites for development. Each community is encouraged to help determine where development takes place though the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. In Salisbury the Salisbury Neighbourhood Development Plan will also identify sites on which these new homes can be built. The Neighbourhood Plan will be able to propose development on sites, for example, that meet a specific need, for self-build housing or other uses, or that positively plan for brownfield sites.

¹ At Salisbury 1,101 dwellings have been built 2016-19; at 1 April 2019, 3,198 homes are also in the planning pipeline (i.e. they have planning permission, resolution to grant permission or are allocations in the Wiltshire Housing Site Allocations Plan or Wiltshire Core Strategy).

13. Needs for development land should be met as far as possible on brownfield sites, in order to help minimise the loss of greenfield land. The Council suggests that a target of 410 homes should be built on brownfield sites in the ten years from 2021-2031².
14. The Local Plan ensures that the proposed scale of growth will be accommodated; where necessary to ensure supply of deliverable land to meet strategic housing needs and to help deliver large or complex sites. It must be certain that there is an adequate supply of land to meet assessed need. It cannot rely on the brownfield target being met by unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Meeting a brownfield target will instead reduce the need for greenfield sites in future reviews of the Local Plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.
16. Planning positively for brownfield sites, however, can also work alongside allocations of greenfield land. This could be positively addressed through the emerging neighbourhood plan. Where there can be certainty about brownfield sites coming forward, this will then reduce the amount of greenfield land sought in this review of the plan.
17. The City Council are leading the preparation of a neighbourhood plan. Work has involved a 'call for sites'. Positive planning for brownfield sites is an important part of the plan. Alongside the Council's own work promoting regeneration in the City, connected to the Salisbury Central Area Framework (see below) a proportion of housing needs will be met by the identification of brownfield sites as proposals in the development plan. This should reduce the amount of greenfield land at Salisbury sought in this review.
18. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and landowners, to help bring forward brownfield opportunities and achieve appropriate designs.

² Further detail can be found in the Emerging Spatial Strategy paper.



The local economy

19. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
20. Some employment land at Salisbury (e.g. at Fugglestone Red) remains allocated within the Wiltshire Core Strategy and has not yet been implemented. On current evidence approximately 5 hectares of additional employment land is needed up until 2036 in and around the central area of Salisbury.
21. The centre of Salisbury has an excellent range of retail and commercial leisure uses, and an ability to draw trade to the city centre from a wide catchment. The Salisbury Central Area Framework identifies opportunities for development. These are being considered for wide-ranging commercial uses, including retail and employment. The Wiltshire Retail and Town Centres Study identifies a quantitative capacity for additional retail, food and beverage floorspace in the city centre. Improvements to retail provision should be pursued to achieve a balance between in and out-of-centre retail, but an overall focus should be on maintaining a strong city centre.

QUESTIONS:

What do you think to this scale of growth? Should there be a brownfield target? Should these be higher or lower?

³ Further detail can be found in the Emerging Spatial Strategy paper.

Place-shaping priorities

What priorities should we tackle?

22. The Local Plan will contain a set of place-shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Salisbury that will guide development and the direction of growth.
23. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place-shaping priorities are intended to be those distinct to a given place. They may include:
- Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
24. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits.
25. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Salisbury City Council and surrounding Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Salisbury.

- I. Delivering opportunity sites, including The Maltings and the Railway Station, to ensure long-term city centre resilience
- II. Realising Salisbury Central Area Framework measures to maximise the visitor economy and secure the place as a cultural destination
- III. Conserving the landscape setting of Salisbury, notably in terms of the city skyline and views to / from the cathedral and Old Sarum
- IV. Maintaining separation and distinctiveness between Salisbury and Wilton, and between Salisbury and adjacent settlements, notably Ford, Laverstock, Britford, Netherhampton and Quidhampton
- V. Expanding affordable housing provision, notably for education and healthcare personnel
- VI. Identifying suitable locations in the central area to facilitate around 5ha of business growth that responds to needs
- VII. Improving Churchfields such that it integrates better within the city, particularly for non-vehicular access, and presents a more accessible and attractive location to a greater diversity of businesses
- VIII. Facilitating the regeneration of the District Hospital site to underpin its key role in the community and as a University-level skills provider for Salisbury
- IX. Providing infrastructure to improve air quality, flood resilience and connectivity

QUESTIONS:

Are these the right priorities?

What priorities may be missing?

How might these place-shaping priorities be achieved?

Preferred development sites

Where should development take place?

26. Land around Salisbury is being promoted for development by landowners or prospective developers. From a larger amount of land, the Council has focused assessment on a smaller pool of potential development sites and has selected preferred development sites. A map illustrating this pool of potential development sites and the preferred sites is provided below. Exactly how these sites have been chosen is explained in a separate 'Site Selection Report', published alongside this document.
27. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain, and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission. The re-use of previously developed land within the existing urban area will continue to be supported, as this reduces the need to lose more countryside and generally such opportunities can be better located and can relieve pressures for new infrastructure; as well as helping regenerate urban areas. However, the scale of growth for Salisbury exceeds this, meaning that greenfield sites need to be identified.
28. The focus here is on the difficult central decisions of where and how the built-up area needs to extend - greenfield sites. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites.
29. The process showed that there appear to be serious constraints to the further outward expansion of the City. Compared to the amount of land that needs to be planned for, the pool of potential development sites is limited. Preferred development locations at Salisbury are currently based on three new sites which are shaped by the landscape and access to public transport. They consist of Sites 1, 6 and 7, as these are the ones that have emerged from the site selection process.
30. Together these sites can provide around two thirds of the homes (approximately 610 dwellings) that need to be planned for at Salisbury to follow the emerging spatial strategy for the County (940 dwellings). A neighbourhood plan is being prepared for the City which has involved a call for sites to landowners and prospective developers. A Central Area Framework⁴ has also looked comprehensively at opportunities for regeneration and the re-use of previously developed land for housing. Together, these sources of land supply, are intended to provide for around an additional 300 homes.

⁴ The Salisbury Central Area Framework www.wiltshire.gov.uk/salisbury-future features sites possessing this scale of potential. It will, however, be essential - working alongside the preparation of the neighbourhood plan - to ensure certainty of housing delivery by individual plan allocations.

31. There may be a need to provide further land on greenfield sites, over and above those proposed here, because additional contingency is needed.
32. The site selection process stopped short of identifying a larger proportion of greenfield sites. Other options were not considered to be suitable but, given the size of Salisbury and its potential for redevelopment, there is reasonable prospect of brownfield sites coming forward over the plan period.
33. A further alternative is to review the distribution of growth within the Salisbury housing market area. Responses to this consultation are an important part of setting a direction

QUESTIONS:

Do you agree these sites are the most appropriate upon which to build? If not, why not?

What are the most important aspects to consider if these sites are going to be built on?

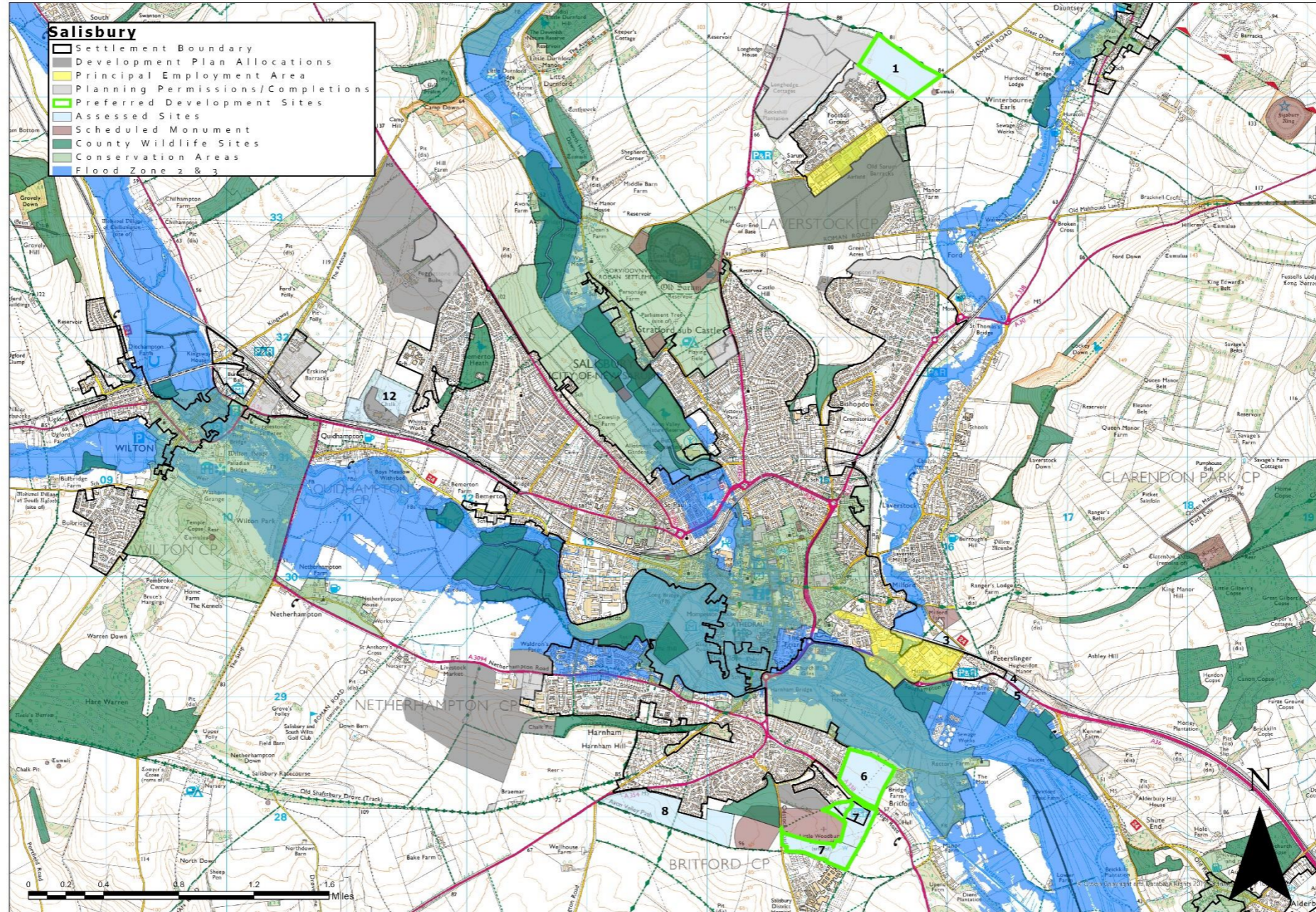


Figure 1 Stage 3 Sustainability Appraisal Stage 3 map with Preferred development sites highlighted

Concept plans

34. Plan-making provides opportunities to moderate additional carbon emissions. It can help contribute areas of land that help the city enhance biodiversity and protect habitat; adapt to more frequent extreme weather events; and provide a critical mass that will enable such opportunities for local domestic heating initiatives.
35. Whilst looking to the future, development must fit with Salisbury as it is now. Concept Plans for each site show a way the land identified can be developed. They show the undeveloped land, areas suggested for development and possible locations for uses within them.
36. They show what land would be left undeveloped to help maintain the setting of the town, important views, access to the countryside and the setting and separate identity to villages in the wider area. They identify areas where there will be planting to provide an attractive and interesting urban edge.
37. They also show possible locations for infrastructure and facilities necessary to support a growing community. The Concept Plans show for instance suggested locations for additional schools.
38. The proposals offer opportunities for a properly integrated and comprehensive network for pedestrians and cycles, seeking to reduce the need to travel by car. It will also provide for a mix of dwelling styles and forms, including from self-build and provision by small to medium sized building firms, all of whom will be required to produce buildings to the highest sustainable construction methods.
39. The Concept Plans illustrate one way each of the sites could be developed. There are different ways. This consultation invites everyone to offer their ideas and make their views on the most appropriate locations for growth and the form it should take.
40. Against each Concept Plan, we highlight aspects and invite views on how the approach can be improved. The draft design principles incorporated at this stage are captured below:

Design Principles

- Proposed new quarters shaped mostly by the existing landscape and heritage requirements, such as view to / from Salisbury Cathedral
- Housing densities typically at 30-35 dwellings per hectare
- Networks of cycleways and rights of ways within new areas
- Quarters that blend with surrounding green and blue infrastructure corridors
- Proposed new quarters characterised by central greens and vistas of celebrated heritage features to reinforce sense of place
- Heritage Assets are marked as opportunity areas for suitable future uses, their settings addressed with a balance of set-back and wooded screen planting
- Quarters feature communal greenspace and walking / cycling networks, and are located within 400m of equipped play areas

41. A box for each site lists the main uses proposed for each site. A set of concept plans illustrate how each area could be developed. A framework plan provides an overview. Three other plans look at specific aspects: green and blue infrastructure, movement and urban design principles. Together, the plans illustrate one way the area could be developed. Comments are invited on all aspects of the proposals, but there are a set of questions to prompt consideration and some specific questions around elements of a proposal.
42. Sites 6 and 7 appear on the same concept plan (below) and for guidance are labelled on the first plan. The sites have been considered together so as to encourage integrated and comprehensive planning and design across these two adjacent parcels.
43. Whilst Sites 1 and 6 appear comparatively unconstrained in development terms, Site 7 is more complex. Development would need to integrate several key constraints successfully:
- Preserving the significance of the Woodbury Ancient Villages scheduled monument
 - Ensuring vehicular access to both the new development and Britford Park & Ride whilst not impairing the effective operation of the latter
 - Integrating a quarry and relocating an existing viable business activity that operates within it

Site 1 North-East of Old Sarum

Land North East of Old Sarum is proposed for development to include the following:

Approximately 275 new homes to include self-build, custom-build and specialist housing

Open space provision to include two public squares

Walking and cycling links to the city and Park & Ride facilities, and to the wider countryside

Land for woodland and tree / hedgerow planting to facilitate countryside transition and setting of *Ende Burgh* scheduled monument and heritage assets at nearby Old Sarum Airfield

Land for community orchard and allotments

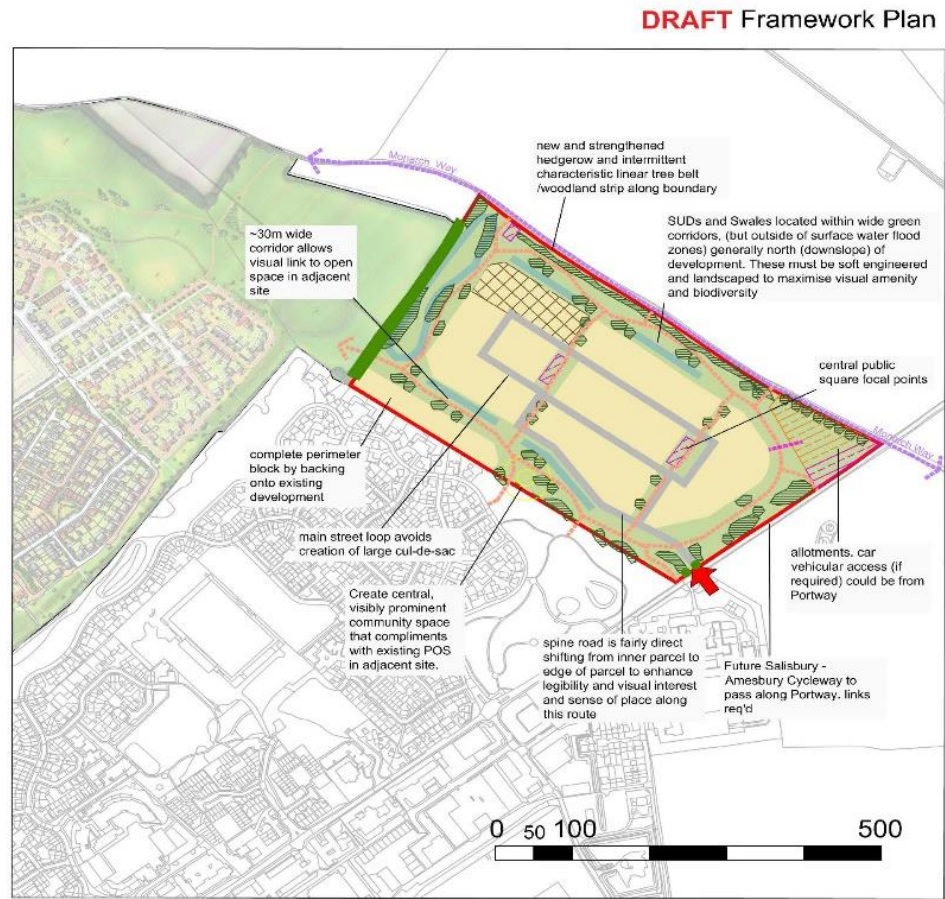


Figure 2 Concept map Site 1 showing boundary outline and proposed layout and land uses, within which to accommodate development

DRAFT GREEN & BLUE INFRASTRUCTURE CONCEPT PLAN



Figure 3 Concept map for Site 1 showing green and blue infrastructure

MOVEMENT	
	primary road (~15m tree lined avenues)
	secondary road
	existing PROW
	new PROW
	new cycle
	vehicular access

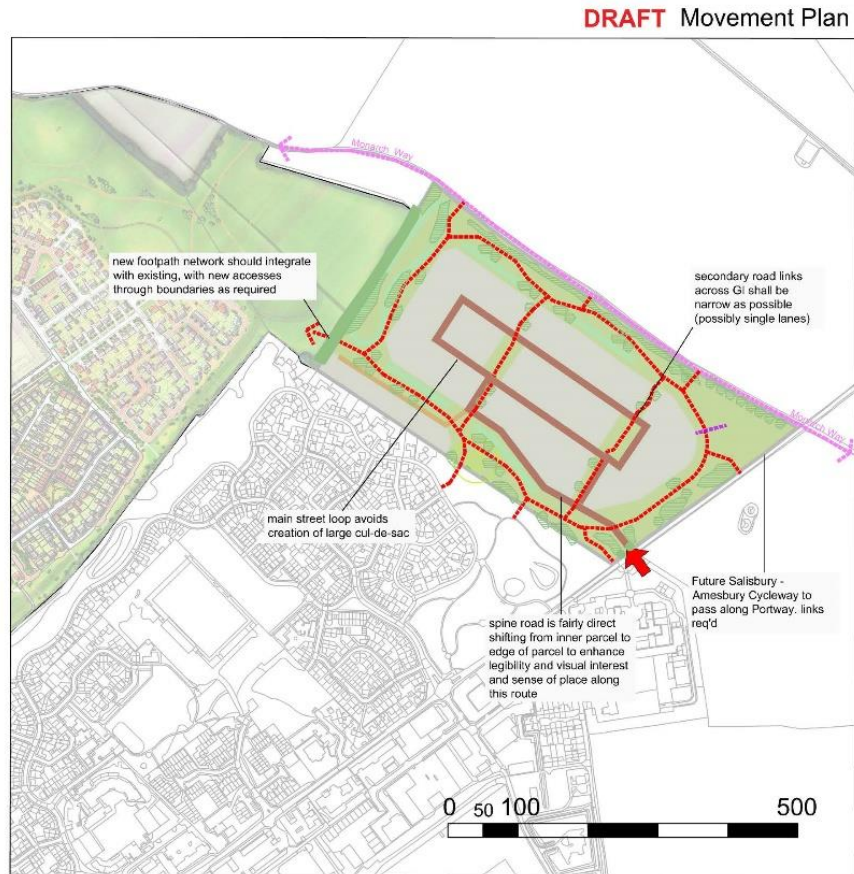


Figure 4 Concept map showing key movement routes within and connected to Site 1

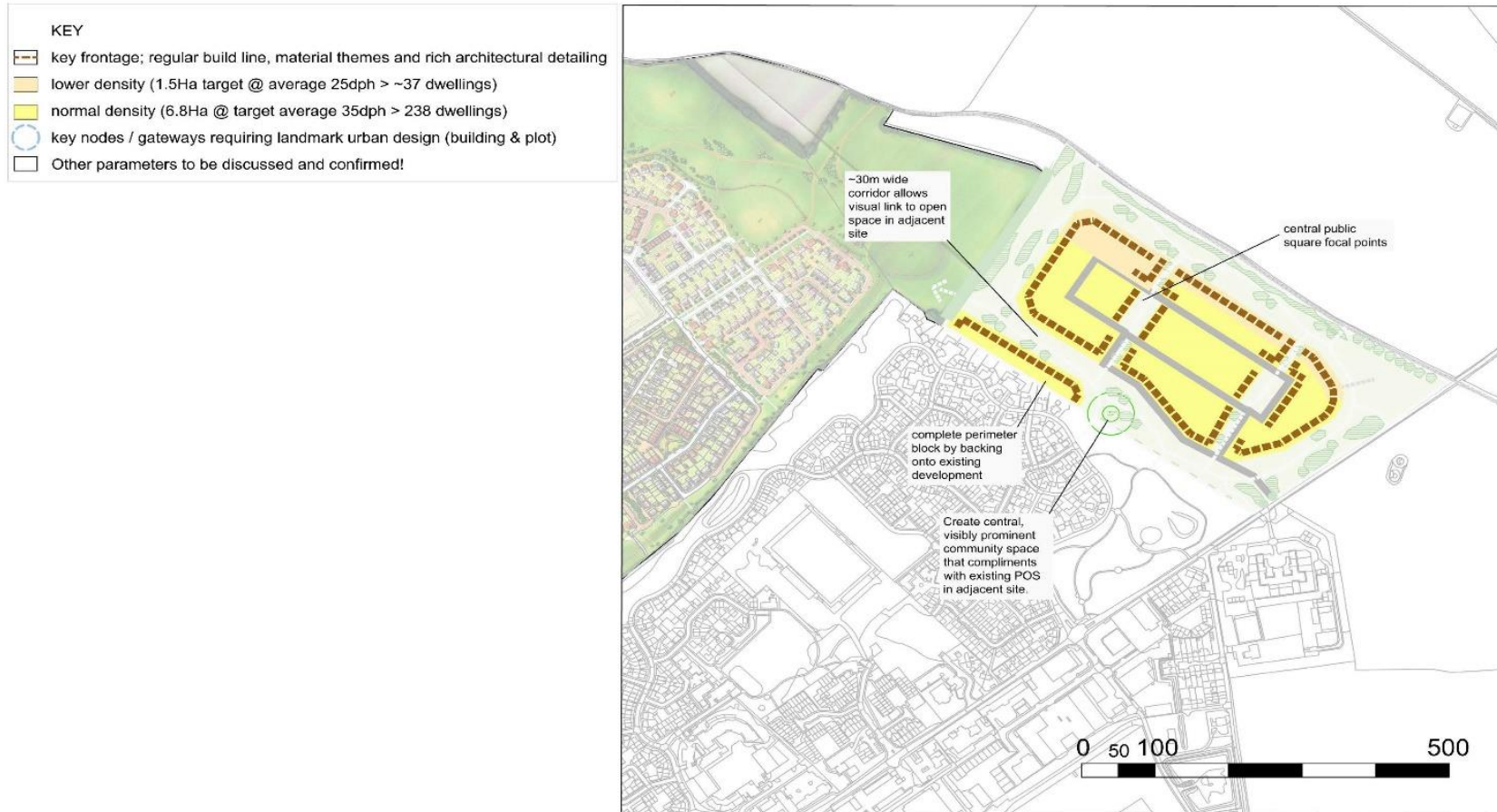


Figure 5 Concept map for Site 1 showing urban design principles

Site 6 North of Downton Road

Land North of Downton Road, Salisbury is proposed for development to include the following:

Approximately 220 new homes to include specialist provision

Feature of new quarter is *Cathedral Vista*, a circa 40m wide sightline through the designed scheme to Salisbury's most celebrated landmark

Building / parking featuring approx. 2,000 sqm / 80 place Early Years' setting and potentially other community uses (possible GP provision).
Nursery and community facilities are valid for both Sites 6 and 7

Walking and cycling links to the nearby Park & Ride, Salisbury District Hospital and the city centre

Wider countryside access

Open space including play provision,

New woodland, tree/hedgerow planting

Site 7 South of Downton Road

Land South of Downton Road, Salisbury is proposed for development to include the following:

Approximately 115 new homes to include self-build, custom-build and specialist provision

Feature of new quarter is open space including play provision, potentially in the form of a Country Park, enabling panoramic views across the city centre, cathedral and surrounding downland, as well as facilitating the significance and setting of *Ancient Woodbury Villages* scheduled monument

New quarter integrates an existing quarry and associated woodland

New woodland and tree / hedgerow planting

Walking and cycling links to Britford Park & Ride, Salisbury District Hospital and the city centre

Wider countryside access

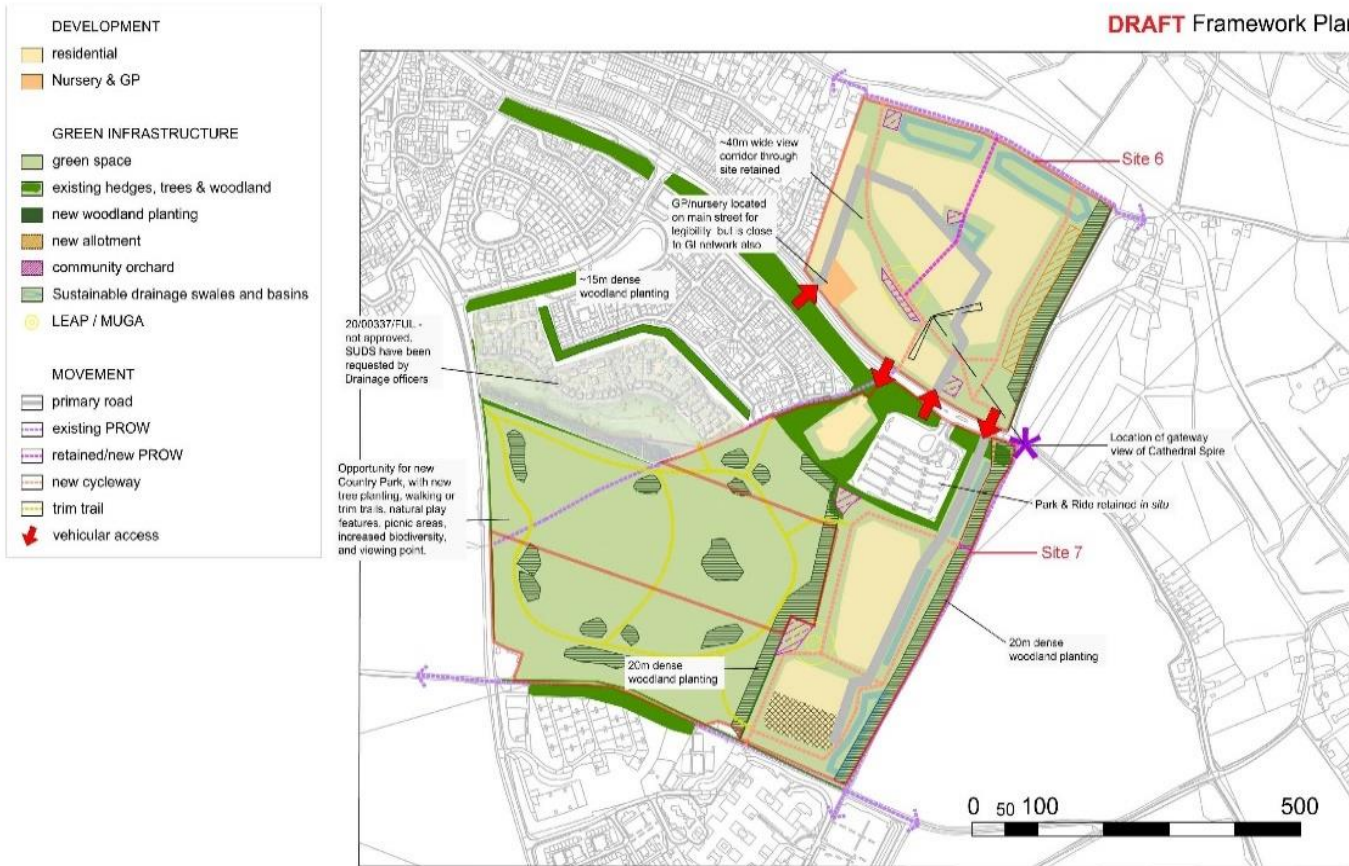


Figure 6 Concept map for Sites 6 and 7 showing boundary outlines and proposed layout and land uses, within which to accommodate development

DRAFT GREEN & BLUE INFRASTRUCTURE CONCEPT PLAN



Figure 7 Concept map for Sites 6 and 7 showing green and blue infrastructure



Figure 8 Concept map showing key movement routes within and connected to Sites 6 and 7

QUESTIONS:

How can these concept plans be improved?

Do you agree with the range of uses proposed? Which other uses should be considered?

Do you agree with the location of the proposed uses? What should be located where - and why?

Do you agree with the proposed locations for self-build and custom-build housing? Would you prefer alternative locations? If so, please explain

Salisbury settlement profile

44. When planning for growth it is important to consider the characteristics of the town in terms of services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. Such factors can help us consider how we plan for change. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be. These have been used to shape the concept plans.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>There is a good range of existing early years provision in the City and either new provision, where required, or contributions towards expanding early years settings to support new homes would be needed.</p> <p>There is some surplus capacity in local primary schools and the proposed school at Netherhampton Road is an opportunity for additional provision. Land at Longhedge has been secured for a primary school. A further opportunity is a potential expansion of St Peter's Primary School (Fugglestone Red) to 2-form entry</p> <p>There is an opportunity to expand Sarum Academy. There may be an opportunity to expand the Laverstock campus, but this would require a feasibility study.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN's) - Generation Availability Map, the substation and supply points around Salisbury are currently relatively unconstrained. However, any new development proposals (including renewable energy generation) at the City would add pressure to the existing grid system and hence there may be a need for investment to be able to connect to the grid.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure 9 below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure 10 below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints</p>

Topic	Comment
	within the existing landscape and should be considered as being integral to how new development areas are sensitively planned
Sport and Leisure Facilities	<p>At Salisbury there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Sports pitches: There is currently no need for further grass pitches but an upgrade of the existing pitches is necessary as well as the addition of 2 full-size 3GATP's (3rd generation artificial turf pitch), one being at Sarum Academy. • Improvements / upgrades to the Multi-Use Games Area (MUGA) at Bemerton Heath and The Friary will be needed. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Five Rivers Health and Wellbeing Centre has had investment through the Community Campus and Hub programme and therefore no further expansion is required. • However, improvements to the wet side offer to including additional flumes would make the centre more of a destination and increase usage.
Health	There are 3 GP surgeries, one of which has multiple branch surgeries across the City. There is a major shortfall in surgery space, particularly as one branch surgery left the city in 2020.
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 23% in the 60-74 age group and 81% in the 75+ age group.</p> <p>At the same time the 0-14 age group is expected to decrease by 3% and the 15-29 age group to increase by 2%.</p> <p>Finally, the 30-44 age group is expected to decrease by 2% and the 45-59 age group to decrease by 10%.</p> <p><i>Local household income:</i> average annual gross income is £40,700, and the net income after housing costs is £27,000</p> <p><i>Affordability ratio (based on 2 bed property):</i> Median price £204,200 (annual gross income £40,700) makes an affordability ratio of 4.76</p>
Local economy	<ul style="list-style-type: none"> • City has a significant presence of financial and business services, e.g. James Hay's UK Headquarters with around 500 staff • Large investments include Nicholas & Harris' expansion at Churchfields • The Salisbury Central Area Framework (CAF) signposts a number of programmes, including the Future High Street Fund, and brownfield opportunities, some of which identified for mixed-use and commercial development • The lack of capacity for city centre activities to expand is having a knock-on impact on business operations, and there is a limited supply of affordable sites

Topic	Comment
	<ul style="list-style-type: none"> • Likely to be accentuated through the loss of central office premises to residential use • Potential of Churchfields to be consolidated, as a more diversified employment location having central linkages • Shop vacancy rates in the city centre are below the national average • Forecasts suggest a modest capacity for convenience retail floorspace up to 2036; a short-term focus (up to 2026) should be towards improving convenience food provision the city centre • Limited capacity for additional comparison floorspace up to 2036; focus should be towards maintaining a good range of provision.
Transport	<p><i>Key features</i></p> <p>A36 ring road diverts traffic from the city centre.</p> <p>Only 42% of people in the Salisbury Community Area (CA) drive to work (49% in Wiltshire as a whole) along with relatively high bus usage in the CA (4.7%) compared with the Wiltshire average (1.9%).</p> <p>The City is well served by interurban bus routes with regular services to Amesbury and west Wiltshire and a good, high frequency bus network connecting suburbs to the city centre. Five Park & Ride sites with frequent services (late running on four out of five sites).</p> <p>Salisbury rail station offers a wide variety of direct services, including to London.</p> <p><i>Current constraints / local concerns</i></p> <ul style="list-style-type: none"> • AM and PM peak hour delays on key junctions on all arterial routes including the A36 Wilton Road, A36 Southampton Road, A345 Castle Road, A345 New Bridge Road and A30 London Road. • Air Quality Management Areas (AQMAs) in city centre, London Road and on Wilton Road. • Peak hour delays and lack of bus priority measures impacting on the operation and desirability of bus services. • Salisbury rail station has oversubscribed parking and limited access by bus, walking and cycling modes. • The A36 ring road and rivers are key barriers to pedestrian and cycle movement. • Future development growth may increase pressure on all arterial routes, including the A36 causing likely further 'rat-running' through residential and rural roads. <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • Improvements to key junctions (Harnham, Exeter Street and A36 roundabouts) would help relieve local congestion.

Topic	Comment
	<ul style="list-style-type: none"><li data-bbox="555 253 1385 286">• Possibility of major road funding and A36 junction upgrades.<li data-bbox="555 293 1414 360">• A reopened Wilton Station would be within walking distance of local centres in Fugglestone, Wilton and Wilton Hill.

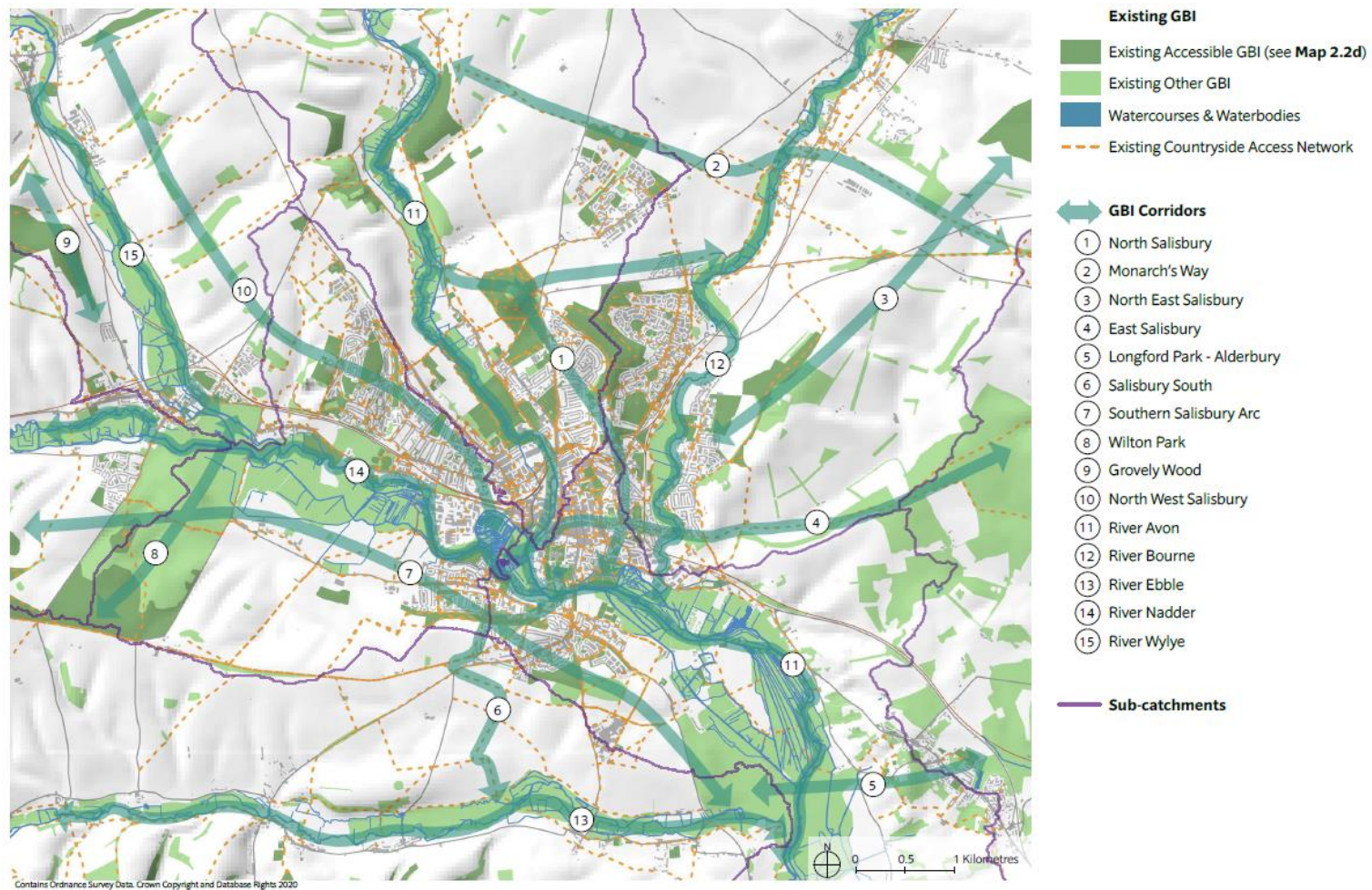


Figure 7 Map showing Salisbury Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

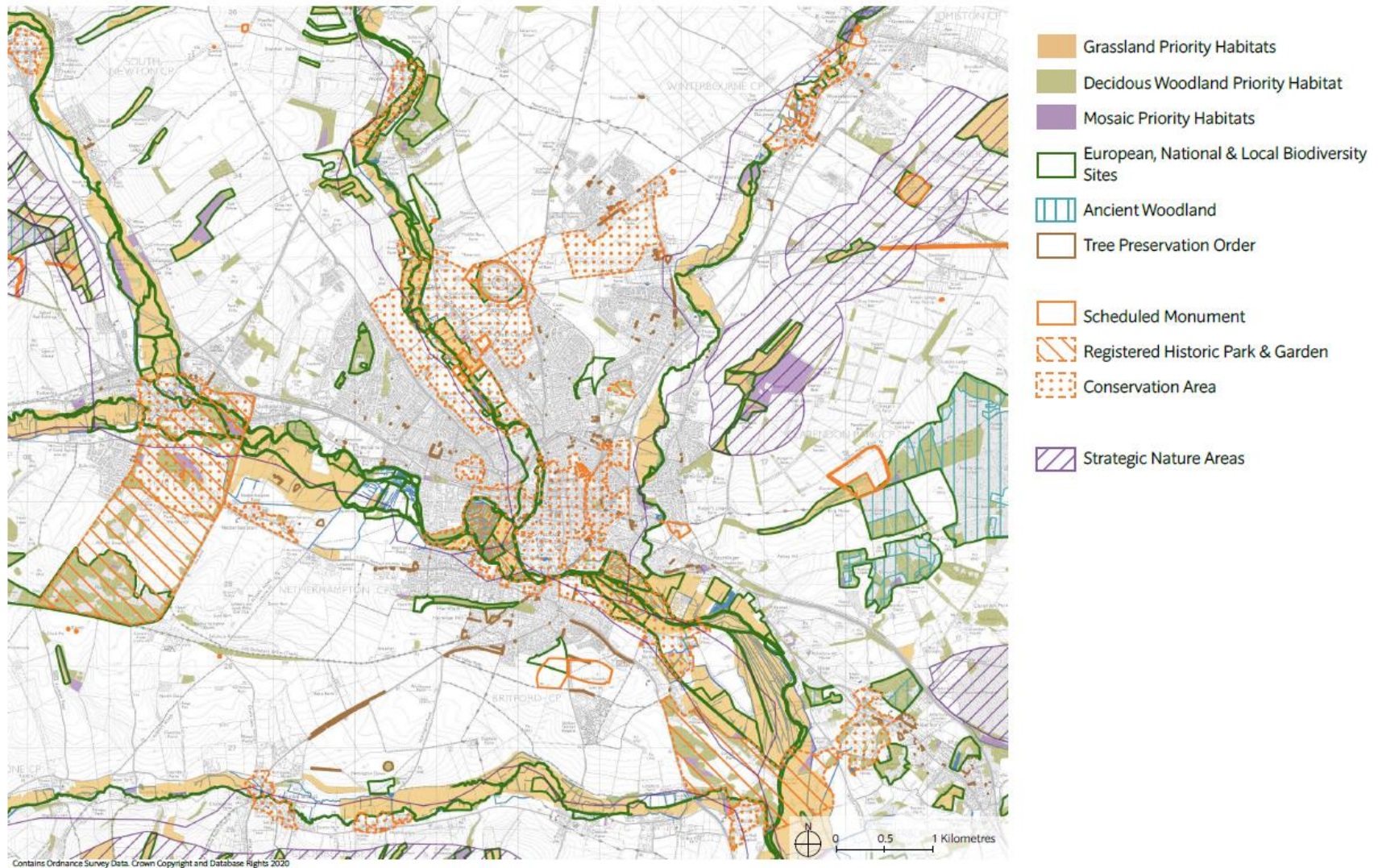


Figure 8 Map showing Salisbury Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

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APPENDIX 2

Wiltshire Local Plan Review

Salisbury – Development Sites

Site Selection Report



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Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan is being prepared to review the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, settlements will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process at Salisbury and concludes by showing a pool of preferred growth locations that could be appropriate for development around the built-up area of Salisbury. A settlement statement describes how these sites may be developed. The content of this paper explains how this set of preferred site options has been arrived at. The Council consider these sites to be the most appropriate chosen from a pool of reasonable alternatives based on a range of evidence and objectives of the plan.
6. At Salisbury the requirement emerging is for an additional 5,240 new homes over the plan period 2016 – 2036. From this overall requirement the following can be deducted: homes already built (2016-2019), and an estimate of homes already in the pipeline in the form of either having planning permission awaiting completion, resolution to grant permission or on land allocated for development in the Wiltshire Core Strategy and Wiltshire Housing Site Allocations Plan. Taking account of this amount approximately 940 additional homes remain to be planned for over the plan period.
7. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

Summary of the Site Selection process

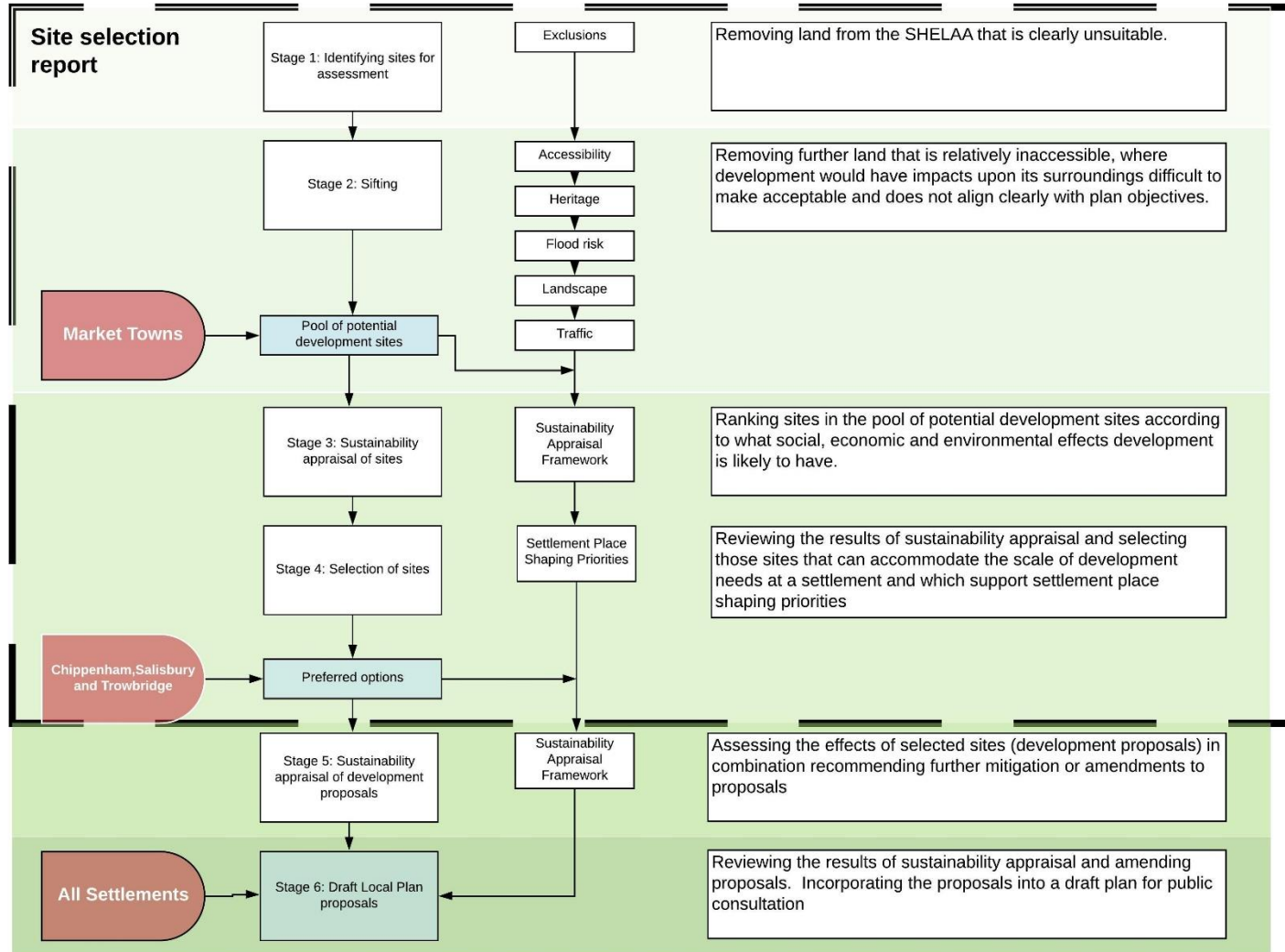


Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

8. Figure 1 (above) shows the entire site selection process. This document covers Stages 1 to 4.
9. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
10. Plan preparation and not the SHELAA determines which land is suitable for development as the former selects the most appropriate sites.

Stage 1 – Identifying Sites for Assessment

11. This initial stage of the site selection process excludes those sites from further consideration that constitute unsuitable land for development using a set of unambiguous criteria.
12. Land may not be built on for several clear reasons, such as being entirely subject to a high risk of flooding or containing habitats for protected species or irreplaceable heritage assets. At Salisbury, land has been excluded for reasons that primarily comprise the following characteristics: existing plan allocation; completed scheme; planning consent; majority within settlement boundary; flood risk (zones 2 and/or 3); directly adjacent to Small Villages of Laverstock and Ford).

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed for reasons that may include it being relatively inaccessible, or where development would have impacts upon its surroundings that would be difficult to make acceptable. To determine which land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) locally derived and distinctive emerging Place-shaping Priorities⁴;
 - (ii) the intended scale of growth;

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place making priorities is explained in the Settlement Statement paper

- (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) which significant environmental factors have a clear bearing on how to plan for growth.⁵
14. It may be appropriate for some SHELAA land parcels to be combined to create more sensible or logical development proposals for assessment. Parcels of land may therefore be assembled. and this stage allows such cases to be recorded⁶.

Stage 3 – Sustainability Appraisal

15. Each of the sites in this pool is examined in more detail by sustainability appraisal. This technique appraises the likely significant effects of potentially developing each site under a set of twelve sustainability objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with fewer. It also helps to identify what may be necessary to mitigate adverse effects and which measures could increase the benefits of developing at a given location.
16. The most sustainable sites are those most likely to be suited to development.

Stage 4 – Selection of Sites

17. Sustainability appraisal may recommend sites, but it is also important to select sites that support the emerging Place-shaping Priorities for Salisbury. Carrying out an assessment of Stage 3 reasonable alternatives constitutes Stage 4.

Next Steps in the Site Selection Process

18. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development
19. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by formal assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
20. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be made available for consultation.
21. As stated previously, this document only covers Stages 1 and 2 in detail. These stages are described further in the following sections.

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessment

22. This stage starts with all SHELAA land parcels on the edge of the Salisbury urban area, as defined by its Settlement Boundary, and identifies those no longer appropriate for site selection. Figure 2 shows land that has been excluded at this stage. Such land has typically been excluded due to it being either not well-related to Salisbury urban area, small in size, or within flood zone areas 2 and/or 3.

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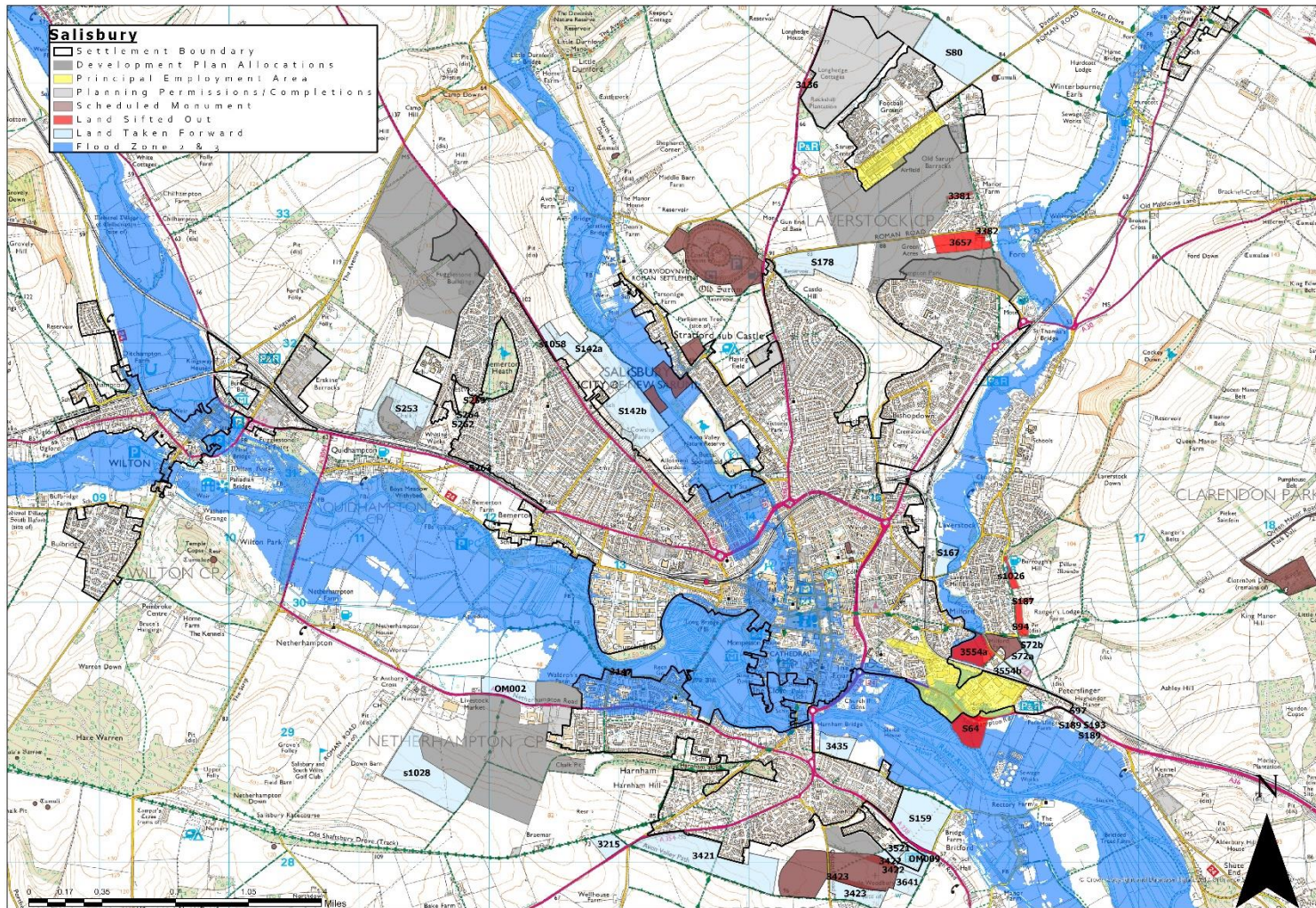


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

23. This stage of the site selection process sifts out land to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) Accessibility & Wider Impacts and (B) Strategic Context.

A. Accessibility & Wider Impacts

24. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and the wider impacts that could result from development. Sites more likely to have unacceptable impacts, or that are relatively inaccessible, are less reasonable options.

Accessibility

25. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
26. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
27. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider Impacts

28. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
29. **Heritage:** Assets and / or their settings may be harmed by development. This stage identifies where those assets / settings are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
30. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk; although site areas may also contain land in zones 2 and 3. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
31. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion: this can lead to issues such as poor air quality or impacts upon the local economy. Other sites may be much better related to the primary road network
32. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red) , medium (amber) and low (green) level of effects for each site under each heading. .

B. Strategic Context

33. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which not.
34. Unlike the first part of this stage, this requires judgement about which pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options, rather rule out others that are clearly less attractive and therefore unnecessary to assess subsequently in greater detail.
35. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place, as well as significant environmental factors. This is called the Strategic Context.
36. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's Strategic Context provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities and directions to expand for an urban area.
37. This Strategic Context evidence describes the settlement's:
 - Long-term patterns of development⁷ (i.e. what has happened in the past)
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Growth possibilities for the urban area⁸
38. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be i.e. only the very best candidates need to be considered further.
 - Which SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend combining a SHELAA with another to test such an option properly.
 - A desirable pool of sites might favour a given distribution, or set of locations, because it might help deliver infrastructure identified as a place shaping priority for the settlement.

⁷ What has happened to date at the urban area, or is planned through extant consents or identified in the development plan

⁸ What could happen in the future

- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

39. Sometimes these influences will not bear on site selection. In other instances, they may be important.

40. A description of the strategic context for Salisbury is shown in the table below:

Salisbury Strategic Context

Context criteria	Detail
<p>Long-term pattern of development</p>	<p>As a settlement with a planned nucleus, having been relocated from its original site at Old Sarum, Salisbury’s central area has a distinct layout which is based on a medieval grid pattern. Around this core are the reasonably tight Victorian and Edwardian suburbs, their buildings often well-designed and with high-quality detailing.</p> <p>Beyond that comes more recent expansion, consisting primarily of estate development that has amalgamated the following districts within Salisbury:</p> <ul style="list-style-type: none"> - Bishopdown and Old Sarum (northwards); - Milford (eastwards); - Harnham and Harnham Hill (southwards); - Bemerton and Bemerton Heath (westwards). <p>Settlements related to Salisbury’s periphery have also seen a lot of development and, in some cases, been largely absorbed within the built-up area: this is most notable at the small towns of Laverstock and Ford, which nevertheless retain distinct identities. Others, whilst having witnessed a lot of development, have also retained a separate identity; these include notably Wilton and Alderbury.</p>
<p>Significant environmental factors</p>	<p>Salisbury’s setting is effectively ‘within a bowl’ amongst surrounding hills, rivers, and water-meadows, which define the settlement’s unique character and appeal. Five rivers converge upon central Salisbury; this generates significant flood potential, especially during episodes of high rainfall. The river-system has also created the city’s characteristic water-meadows.</p> <p>To the east and north much of the rising downland is locally valued and defines the city within its setting, most notably at Old Sarum, where the settlement was founded. The West Wiltshire & Cranborne Chase Area of Outstanding Natural Beauty, meanwhile, frames the urban area broadly to the south and west. These elevated areas are dissected by valley corridors.</p> <p>The city’s central area is attractive and draws visitors, although its historic character conditions the kind of expansion that can reasonably take place – both within the centre and in relation to the wider urban area. Such heritage assets find a particular focus at the cathedral and on the city’s northern periphery, around Old Sarum hill-fort.</p> <p>These elements combine and are characterised by the term Salisbury’s ‘landscape setting’.</p>

<p>Scale of growth and Strategic Priorities</p>	<p>Salisbury is defined as a ‘Principal Settlement’ and is considered a strategically important centre, and a primary focus for development within the South Wiltshire housing market area. The scale of additional growth proposed to 2036 is comparatively modest, with a substantial tranche of housing development already in the planning pipeline.</p> <p>The place shaping priorities identified for Salisbury include those that retain the city’s historic character and landscape setting (described above) and ensure that the city remains distinct and separate vis-à-vis surrounding settlements (notably Wilton, Ford, Laverstock, Britford, Netherhampton and Quidhampton). Other Priorities involve the realisation of timely infrastructure and capturing the housing needs of specific segments of the population such as key workers; this in turn will aid the regeneration of the District Hospital on its Odstock site.</p> <p>Last, but not least, there is the imperative of securing the city’s economic future, as articulated in greater detail in the Salisbury Central Area Framework, which provides for a resilient and flourishing city centre and optimising it as a cultural destination.⁹ To supplement this it is also deemed important that the Local Plan secure a more sustainable future for the Churchfields business area and provide for responsive business growth in and around the city centre.</p>
<p>Future growth possibilities for the urban area</p>	<p>Salisbury is tightly bound; new growth therefore often needs to be located beyond its boundary, typically within adjoining parishes belonging to neighbouring community areas. Recent development phases in the urban area mean that future growth possibilities are increasingly problematic, notably in terms of effectively and sustainably accommodating the city within its landscape setting.</p> <p>Growth westwards, for instance, towards Netherhampton or extending Bemerton Heath, would in the current plan period risk over-developing districts where housing schemes of significant scale are currently being completed (Fugglestone Red) or allocated to be built (south of Netherhampton Road).</p> <p>Growth eastwards, meanwhile, to expand Laverstock or Ford, would be inconsistent with retaining the distinct identity of these small villages.</p> <p>In terms therefore of the Place-shaping Priorities for the city it is considered that growth directions for Salisbury are likely to be northwards mindful of constraints and southwards, equally judiciously, from Harnham.</p> <p>Land parcels for prospective development will moreover seek to reflect the location of the city’s park-and-ride facilities, thus directly connecting communities and supporting the city economy.</p>

Combining sites

41. Assessment may also suggest combining sites, notably from Stage 3 (sustainability appraisal) onwards. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or

⁹ Salisbury Central Area Framework: <https://www.wiltshire.gov.uk/salisbury-future>

- abut, and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

42. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the Accessibility and Wider Impact considerations and Strategic Context described above. It identifies where it may be appropriate to combine sites, and which sites should and should not be taken forward.
43. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal (Stage 3).

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3215	Land at Harnham, part of Bake Farm	Yellow	Green	Green	Red	Green	<p>This is a small parcel which lies south of Salisbury. It is situated west of the A354 and, whilst linked to nearby site 3421, can generally be described as being detached from the urban area. Its accessibility to important destinations in the city is average.</p> <p>The southern half of the site is more elevated than the northern half, meaning that it would be difficult to accommodate development successfully within the site's hedgelines.</p> <p>Given its location and relative detachment from the urban area, it is excluded.</p>	X
3421	Land adjacent A354, S of Harnham	Yellow	Green	Yellow	Yellow	Yellow	<p>This area to the south of Salisbury would extend the existing built-up area. The western boundary is defined by the A354. It inclines gently to the south and is comparatively elevated and subsequent assessment would need to understand the visual relationship to the south between it and the AONB.</p> <p>It also lies close to a Scheduled Monument and, as well as likely to have archaeological interest itself, the site may contribute to the monument's setting. These factors might limit capacity for development.</p> <p>These factors notwithstanding there appear to be no insurmountable complexities in terms of wider impacts that would merit excluding the site at this stage.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3422	Land adjacent to Rowbarrow and Park & Ride						<p>The area is located on the south-eastern outskirts of Salisbury and is comparatively elevated with panoramic views of the city's distinctive skyline, including the cathedral. A lot of the land forms part of Little Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration. Both aspects would need assessing in subsequent field surveys.</p> <p>The site would extend the existing urban area given that land to the west is allocated for development.</p> <p>Whilst there are potentially several complexities to consider they do not suggest that the site should be excluded at this stage. There is moreover potential to consider this parcel comprehensively alongside sites 3641, 3521 and OM009.</p>	✓
3423	Land adjacent to Salisbury District Hospital						<p>The area is located on the south-eastern outskirts of Salisbury and is comparatively elevated with panoramic views of the city's distinctive skyline, including the cathedral. A lot of the site forms part of Little Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration. Both aspects would need assessing in subsequent field surveys.</p> <p>The site is screened from Odstock Road, which bounds it to the east. If combined with other sites (3521, 3422, 3641 and OM009) it could form part of a larger site be connected to the city.</p> <p>Whilst there are potentially several complexities to consider they do not suggest that the site should be excluded at this stage. Despite the parcel being detached from the urban area there is nonetheless a logic to considering it comprehensively alongside sites 3641, 3521, OM009 and 3422.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S193	Land N of Southampton Rd, Petersfinger						<p>The site would extend the existing built-up area of eastern Salisbury, with two boundaries defined by major infrastructure, one of which the A36 and the other the Salisbury-Southampton main railway line. Existing tree cover creates a landscape context that development could benefit from.</p> <p>A part of the site is Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration</p> <p>The site seems relatively unconstrained in terms of its wider environmental impacts. It would be appropriate to combine this site with S97 as a logical extension that would continue past growth patterns.</p>	✓
S97	Land E of Hughendon Manor, Petersfinger						<p>The site would extend the existing built-up area of eastern Salisbury, with two boundaries defined by major infrastructure, one of which the A36 and the other the Salisbury-Southampton railway line.</p> <p>Existing tree cover creates a landscape context that development could benefit from.</p> <p>The site seems relatively unconstrained in terms of its wider environmental impacts and appears to be a reasonable alternative. It would be appropriate to combine this site with S193 as a logical extension that would continue past growth patterns.</p>	✓
S159	Land N of Downton Road						<p>The site would extend the existing built-up area on the outskirts of south-eastern Salisbury, with two boundaries defined by roads, one of which being the main A388. The relationship with nearby Britford is an important consideration.</p> <p>There appear to be no insurmountable complexities in terms of wider impacts that would merit excluding the site at this stage, although landscape and heritage matters – with two nearby conservation areas, and views to Salisbury cathedral – requiring further field assessment.</p> <p>Whilst there may be several complexities to consider they do not suggest, either individually or collectively, that the site should be excluded at this stage.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S167	Land off Cow Lane, Laverstock						<p>This exposed parcel of land is situated between eastern Salisbury and Laverstock. It is bounded by the River Bourne to the east, and the main Laverstock road to the south. It is separated from the Salisbury urban area to the west by a field and the Salisbury-London railway line, and to the east by water-meadows.</p> <p>The site is open to views up and down the Bourne river valley and development risks coalescence between the communities of Salisbury, Laverstock and Milford. A portion of the northern segment of the site is in Flood zones 2 and 3; the affected part should remain undeveloped.</p> <p>The site is rejected from further consideration since development here would be isolated, remove separation between Salisbury and Laverstock, and diminish the open character of the river valley.</p>	X
S189	Land E of The Dormers, A36, Petersfinger						<p>This site, which is located on the eastern outskirts of Salisbury, is currently occupied for purposes such as storage or similar. The south-eastern portion of the site is within Flood Zones 2 and 3.</p> <p>Impacts from the A36, including upon air-quality, would need to be managed.</p> <p>There do not appear to be impacts that justify excluding the site at this stage.</p>	✓
S178	Land S of Roman Road, Old Sarum						<p>This parcel of land is situated south of the narrow Roman road between Old Sarum scheduled monument and the village of Ford, on the northern fringes of Salisbury.</p> <p>The land constitutes part of the landscape setting for both the scheduled monument and Old Sarum airfield conservation area to the immediate north-east.</p> <p>It is in the main the impacts upon heritage assets and landscape that exclude this site from further consideration and being considered a reasonable alternative.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land- scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
s1028	Land at Netherhampton Road						<p>This parcel is situated in a prominent position on rising downland to the south-west of Salisbury and lies adjacent and uphill from the Wiltshire Housing Site Allocation Plan H3.1 South of Netherhampton Road (A3094) allocation.</p> <p>The site scores poorly in terms of accessibility to services and facilities. Development of the site would constitute considerable change and struggle to preserve the characteristics of the landscape setting of the city, including important views to / from Salisbury cathedral, along potentially with views of it from the AONB.</p> <p>Such particularly difficult landscape impacts preclude the site as a reasonable alternative.</p>	X
s253	Land at Quidhampton Quarry (aka 'Imerys')						<p>This parcel is dominated by a former quarry on the western outskirts of Salisbury, which could be made to integrate within the city's urban envelope. Assessment notes that landscape and traffic matters would be the trickiest to mitigate since some of the site is prominent and traffic impacts on nearby roads would need addressing.</p> <p>The land being assessed surrounds a core parcel that is identified for employment uses (4ha) although this has not hitherto been realised.</p> <p>Whilst a successful development scheme would need good planning, remediation and design there are no reasons at this stage to eliminate this parcel of land.</p>	✓
S263	Land at Pullman Drive						<p>This is a strip of land between Pullam Drive and the Salisbury-West of England railway line. Assessment particularly shows issues as regards potential flooding.</p> <p>Whilst this site overcomes all potential Stage 2 wider impacts its size is only slightly larger than the 0.25ha threshold required for inclusion.</p> <p>Mitigation to address the potential impacts of the railway and flooding is likely to reduce the capacity of the site further. It is considered of an insufficient scale to be considered further for the purposes of the Local Plan.</p>	X

Ref	Site address	Access-ability	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S264	Land N of Rawlence Road						<p>This parcel lies on the western outskirts of Salisbury and has views southwards across the valley of the River Nadder. As part of the Barnard's Folly green corridor and with numerous trees on-site, development here would generate landscape impacts, and harm local amenity.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Given its location, impacts and limited scope for development, it is excluded.</p>	X
S262	Land S of Rawlence Road						<p>This parcel lies on the western outskirts of Salisbury and affords open views southwards across the valley of the River Nadder. As such the site is considered visually sensitive. Given that the site is entirely in current recreational use, development here would harm local amenity and generate landscape impacts.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Owing to its limited scope for development it is therefore excluded from further consideration.</p>	X
S142 b	Land at Cowslip Farm						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the landscape setting, designated heritage assets and the conservation area, including Old Sarum scheduled monument.</p> <p>Development here would harm a critical element of the landscape setting of Salisbury afforded by the River Avon green infrastructure corridor, comprising open views across and down the valley into the city centre.</p> <p>The site is excluded from further consideration.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
s1058	Land E of Devizes Road						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the landscape setting to designated heritage assets, including Old Sarum scheduled monument.</p> <p>Development would harm the landscape setting afforded by the River Avon green corridor, comprising open views across the valley.</p> <p>With the above borne in mind, the site is excluded from further consideration.</p>	X
3435	Land off Britford Lane, Harnham						<p>This parcel of land located between the city centre and Harnham is visually very sensitive. It is bounded to the north by the River Avon green corridor affording, beyond, open views to Salisbury conservation area, which incorporates the cathedral. Development of the site would potentially be harmful to the landscape setting of Salisbury.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Given its location, impacts and limited scope for development, it is excluded.</p>	X
3521	Land off Downton Road, adj Park & Ride						<p>This site – a former quarry – in south-eastern Salisbury is occupied by an active business operation. Whilst largely consisting of hardstanding, the site is well contained by mature vegetation.</p> <p>Whilst some impacts are likely from A338 traffic volumes, it is believed that these would be manageable.</p> <p>As the site is located within Salisbury's settlement boundary, it would normally be excluded from assessment, however, due to its proximity to other submissions (sites 3641, OM009 and 3422), there is potential to combine parcels of land in this location that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3554 b	Land E of Milford Care Home						<p>This parcel is situated on the eastern outskirts of Salisbury. It is bounded to the south by the Salisbury-Southampton main railway line and to the north and east by Milford Mill Road.</p> <p>All environmental constraints - landscape, heritage, traffic and flooding - have the potential to limit the site's acceptability. Development would extend the urban area and reduce separation between Salisbury and the village of Laverstock. The site is also sensitive to views from the countryside (Ashley Hill) to the east. Moreover, impacts upon grade-II listed Milford House (historically Milford Farm) and farmstead would need mitigating.</p> <p>Although there are several complexities to overcome none of them suggest that this site should be excluded at this stage.</p>	✓
OM0 02	Land N of A3094						<p>This parcel of land is situated to the west of Salisbury, adjacent to land allocated for housing, which will form a new urban edge to the city. It is open and rather exposed. A range of accessibility and wider environmental impacts would have to be overcome. Flooding risks, whilst manageable, are considered quite high.</p> <p>Development would lead to impacts upon the setting of Salisbury cathedral and medieval city Conservation Area (CA), along with strategic views along the Avon Valley itself. This landscape issue is considered very difficult to mitigate at this location. Development would also generate impacts upon the setting of Netherhampton Conservation Area to the west and contribute to eroding this settlement's separate identity.</p> <p>As a result of these impacts this parcel is removed from further consideration.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land- scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
OM009	Land at Britford Park & Ride						<p>This site in south-eastern Salisbury is currently occupied by Britford Park & Ride on a long lease. Whilst largely consisting of hardstanding some mature landscaping is already in place, and the site is visually well contained by vegetation.</p> <p>Whilst effects from the A338 are likely it is believed these would be manageable.</p> <p>As the site is located within Salisbury's settlement boundary, it should nominally be excluded at Stage One. This notwithstanding, there is a logic to considering this parcel comprehensively alongside sites 3641, 3521 and 3422, to generate a sizeable reasonable alternative that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓
3641	Land at Downton Road						<p>This site is situated on the south-eastern outskirts of Salisbury, adjacent to Britford Park & Ride. There are potential impacts from traffic.</p> <p>Whilst the setting to Woodbury Village Scheduled Monument is a consideration, tree-lines screen the parcel from views occurring along most of the Downton Road.</p> <p>There are no insuperable reasons to exclude the site at this stage, and this parcel could comprehensively be considered alongside sites OM009, 3521 and 3422, to generate a sizeable reasonable alternative that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓
S142a	Land adjacent Pembroke School						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the city's landscape setting, designated heritage assets and the conservation area, including Old Sarum scheduled monument.</p> <p>Development here would harm a critical element of the landscape setting of Salisbury afforded by the River Avon green infrastructure corridor, comprising open views across and down the valley into the city centre.</p> <p>The site is excluded from further consideration.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land- scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S72b	Land at Milford Farm (b)						<p>This parcel of land is situated south of Queen Manor Road, to the east of the urban area. It is visually very sensitive, bounding higher land at Ashley Hill which offers open views across the Avon valley. Development would therefore detract from the landscape setting of Salisbury, and also lead to coalescence with the settlement of Laverstock, which has hitherto largely retained its own separate identity.</p> <p>The site is adjacent to Milford Farm, which features Medieval Pottery Kilns Scheduled Monument.</p> <p>Given its location and impacts upon local distinctiveness, heritage and landscape character, it is excluded.</p>	X
S72a	Land at Milford Farm (a)						<p>This parcel of land is situated north of Milford Mill Road, to the east of the urban area. It is visually very sensitive, bounding higher land at Ashley Hill which offers open views across the Avon valley. Development would risk coalescence with the settlement of Laverstock, which has hitherto largely retained its own separate identity.</p> <p>Approximately half the site (to the north) falls within Milford Farm, Medieval Pottery Kilns Scheduled Monument.</p> <p>Given its location and impacts upon local distinctiveness, heritage and landscape character, it is excluded.</p>	X
3657	Land at Ford						<p>This parcel of land lies between the new residential quarter of Hampton Park and the village of Ford on the north-eastern outskirts of Salisbury.</p> <p>Development here would reduce separation between Ford and northern Salisbury, diminish locally valued landscape character, and constitute disproportionate development at a Small Village where normally only infill and small-scale development to meet local needs would be acceptable.</p> <p>It is removed from further consideration for these reasons.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land-landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S80	Land NE of Old Sarum						<p>This parcel of land is north-west of The Portway. Development here would enlarge the new district of Old Sarum which, owing to the separation of the airfield, feels distinct from northern Salisbury. Old Sarum is nonetheless well-connected to main services and amenities, notably as a result of its Park & Ride facility.</p> <p>The site's landscape character is prominent and exposed, with few hedgerows, and assessment shows that any development would have to accommodate this successfully whilst taking account of the setting for Ende Burgh scheduled long barrow to the east of The Portway.</p> <p>Whilst there are potentially several complexities to consider they do not suggest, either individually or collectively, that the site should be rejected at this stage.</p>	✓

The following sites have been combined for Stage 3 and subsequent assessment:

Ref	Reason
3422, 3423, 3521, OM009, 3641	These sites mostly abut each other and in general have no strong physical barriers. 3423 is an outlier but might be considered as part of a comprehensive area as it abuts Salisbury District Hospital.
S193, S97	The area extends the existing built up area; some boundaries are defined by the A36 and main-line railway.

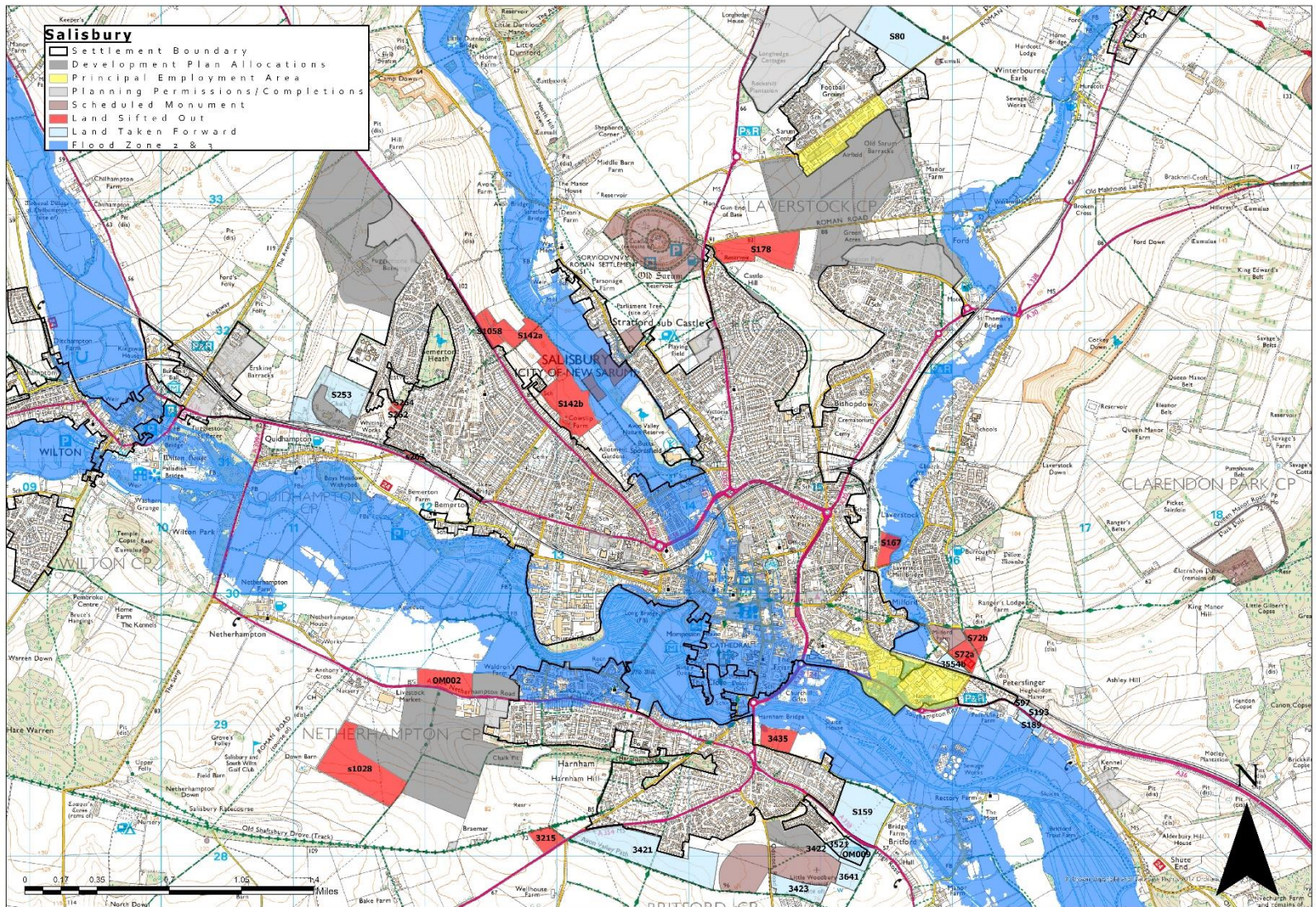


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Stage 3 Sustainability Appraisal

44. The figure below shows the pool of potential development sites that were subject to sustainability appraisal. It will be noted that the pool of sites – the ‘reasonable alternatives’ – is reduced compared to the preceding stage, given that a number of candidates have been removed.

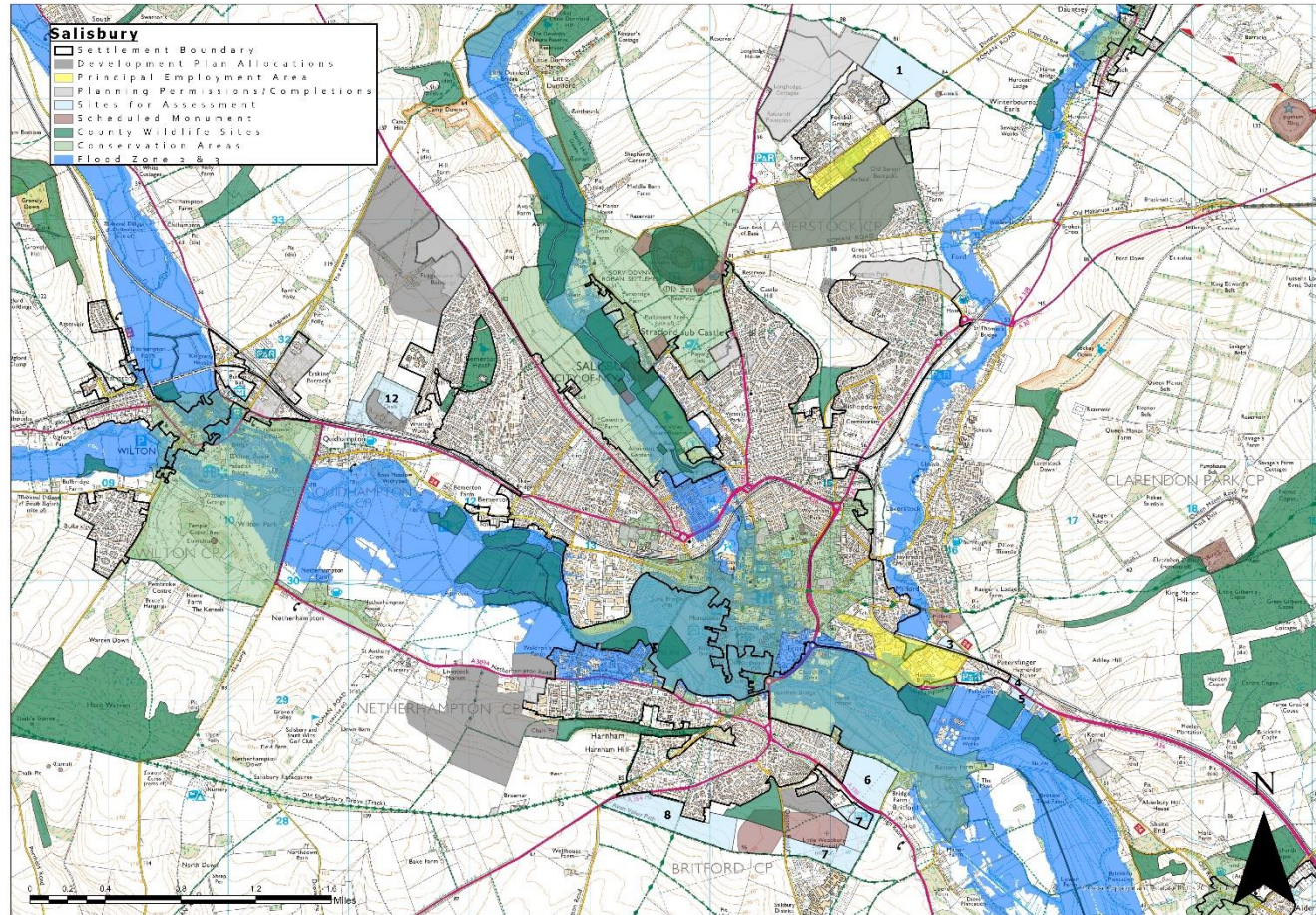


Figure 4 Map showing pool of potential development sites

Methodology

45. A full explanation of the sustainability appraisal methodology is provided in a separate report. This also includes the detailed assessments made of each site. The process is prescribed in regulations and supported by guidance provided by Government.
46. The purpose of the planning system is to contribute to the achievement of sustainable development¹⁰. Achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
47. Sustainability appraisal identifies the likely significant social, economic and environmental effects of the plan, both positive and negative.
48. In summary, the Council has developed a framework of 12 objectives¹¹ that reflect social, economic and environmental aspects and by which the effects of the plan can be identified. Individual sites for potential development can be assessed to help gauge their effects and inform the selection process. The better performing sites can be selected as candidates for prospective development.

Results

49. The conclusions about each of the reasonable alternative sites are shown below, ranked from the most to the least sustainable. The overall appraisal score is shown in column 3 of the table below (as a guide, a score of -1 illustrates the alternative deemed to be most sustainable; -11 the least sustainable).
50. The SA has weighted all 'objectives' (shown in the top row, below) equally. There are more environmental objectives than others: scores against this type of objective typically tend to be negative. In addition, it is to be noted that the overall score resulting from the potential development of greenfield sites yields a negative value.
51. Reasonable alternatives are rejected at Stage 3 where the SA concludes that development would result in one or more 'major adverse effect' (highlighted in red with a triple negative). This is shown in full in the Conclusion to this paper.
52. The detailed assessments for each site are set out in an interim sustainability appraisal report.

¹⁰ See National Planning Policy Framework, paragraphs 7 to 10

¹¹ These were developed through a process of scoping and consultation with others, the content of which is provided in a scoping report.

Table I: Sustainability Appraisal summary outcomes for Reasonable Alternative sites in Salisbury urban area

SUMMARY OF ASSESSMENT - IN ORDER OF SITE SUSTAINABILITY PERFORMANCE

SITE	Overall site score	SA obj 1 Biodiversity	SA obj 2 Land + soil	SA obj 3 Water	SA obj 4 Air/poll'n	SA obj 5 Climate	SA obj 6 Energy	SA obj 7 Heritage	SA obj 8 Landscape	SA obj 9 Housing	SA obj 10 Inc comms	SA obj 11 Transport	SA obj 12 Economic	Progress to Stage 4?
Site 1	-1	-	-	--	--	-	++	-	-	+++	++	-	++	Yes
Site 7	-2	-	--	--	--	-	++	--	-	+++	+++	--	+++	Yes
Site 6	-3	-	--	--	--	-	++	--	--	+++	+++	--	+++	Yes
Site 8	-5	-	--	-	--	-	++	--	-	++	++	--	+	Yes
Site 5	-6	-	0	--	-	-	+	0	0	+	+	---	-	No
Site 3	-7	-	-	-	--	-	+	-	-	+	+	---	+	No
Site 12	-10	---	--	--	--	-	++	-	-	+	+	---	+	No
Site 14	-11	--	-	--	--	-	+	0	-	0	0	---	0	No

- Major adverse effect (---) = -3 points (Mitigation unachievable – recommended that site is not considered further)
- Moderate adverse effect (--) = -2 points (Mitigation achievable but problematic)
- Minor adverse effect (-) = -1 point (Mitigation easily achievable)
- Neutral effect (0) = 0 points
- Minor positive effect (+) = +1 point
- Moderate positive effect (++) = +2 points
- Major positive effect (+++) = +3 points

53. Potential mitigation measures are listed against each SA objective and are limited at this stage to that which would have a significant bearing on a candidate site's developable capacity. The developable areas of some sites will, as a result, need to be reduced quite extensively to prevent the likelihood of significant adverse effects. However, in the case of Site 7 there is also the opportunity to extend the site area at the south-eastern corner with an additional parcel so as to provide a more integrated urban solution that links housing, its access, Salisbury District Hospital to the south, and Britford Park and Ride.

Stage 4 Selection of Sites

Methodology

54. The purpose of Stage 4 is to undertake further assessment of site options to select a set of preferred allocations. The purpose is to ensure, if possible, that the more sustainable sites help to deliver a place's Priorities.

55. The more sustainable site options resulting from Stage 3 are individually evaluated against the Place Shaping Priorities at each settlement, since it is important to select sites that support locally-specific and important outcomes. An examination of each site option against the emerging Place Shaping Priorities helps determine this and aids the final selection of development proposals.

56. Below the sites are evaluated against the Place Shaping Priorities for Salisbury, looking at their potential overall strengths and / or weaknesses. At Stage 4 this could help to decide between site options where Stage 3 outcomes are finely balanced.

57. The SWOT assessment considers the following

	Significant strength and/or opportunity
	No significant SWOTs
	Significant weakness and/or threat

58. Place Shaping Priorities are specific to each settlement; for Salisbury current draft priorities are as follows:

- **Delivering Opportunity Sites**, including The Maltings and the Railway Station, to ensure long-term city centre resilience
- **The Visitor Economy** Realising Salisbury Central Area Framework measures to maximise the visitor economy and secure the place as a cultural destination
- **Landscape Setting** Conserving the landscape setting of Salisbury, notably in terms of the city skyline and views to / from the cathedral and Old Sarum
- **Separation and Distinctiveness** Maintaining separation and distinctiveness between Salisbury and Wilton, and between Salisbury and adjacent villages, notably Ford, Laverstock, Britford, Netherhampton and Quidhampton
- **Affordable Housing** Expanding affordable housing provision to enable accommodation of particularly education and healthcare personnel
- **Business Growth** Identifying suitable locations in/around the city centre to facilitate around 5ha business growth that responds to needs

- **Improving Churchfields** such that it integrates better within the city, particularly for non-vehicular access, and presents a more accessible and attractive location to a greater diversity of businesses
- **District Hospital** Facilitating the regeneration of the District Hospital's plans to underpin its key role in the community and as a University-level skills provider for Salisbury
- **Infrastructure** Providing infrastructure to improve inter alia air quality, flood resilience and connectivity

59. Since many of the Place Priorities for Salisbury are thematically similar, it is more helpful to group them in the following way for the purposes of Stage 4 assessment:

Place priority group	Constituent Priorities
PSP1 City Centre & Visitor Economy	Delivery of Opportunity Sites Visitor Economy
PSP2 Landscape Setting	Landscape Setting of Salisbury
PSP3 Separation & Distinctiveness	Separation and Distinctiveness between Salisbury and neighbouring settlements
PSP4 Employment	Business Growth Improving Churchfields District Hospital upgrade
PSP5 Affordable Housing & Infrastructure	Affordable Housing provision, especially for healthcare and education personnel Infrastructure Provision

Results

60. Below is the outcome of RAG assessment for the candidate development sites at Salisbury.

Stage 4 assessment of prospective development sites against the Place-shaping Priorities for Salisbury

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>
<p>Site 1 NE of Old Sarum</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 721</p>	<p>A benefit for this Priority group would be an increased quantum of Site 1 residents able to support city-centre patronage</p>	<p>A benefit for this Priority group would be an improved urban edge and countryside transition at Site 1;</p> <p>Further effects depend upon effective mitigation and detailed design and master planning to retain settings to nearby heritage assets - including views from Old Sarum and the setting of <i>Ende Burgh</i> scheduled monument.</p> <p>The urban -rural transition at Old Sarum when approaching along The Portway from the NE could be improved. On balance, strengths & opportunities are more likely than weaknesses & threats against this SP.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and The Winterbournes, albeit the separation between which would be reduced following development.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP.</p>	<p>A benefit for this Priority group would be an increased quantum of Site 1 residents able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the District Hospital;</p> <p>strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 1 to yield a range of affordable housing products and to support required infrastructure;</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Neutral</i>	<i>Neutral</i>	<i>Strength</i>	<i>Strength</i>
<p>Site 6</p> <p>N of Downton Road</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 722</p>	<p>A benefit for this Priority group would be an increased quantum of Site 6 residents generally able to support city-centre patronage; Additional benefits would also arise from well designed and executed development – incorporating arrival views of the cathedral - which would support Salisbury’s place ambitions.</p> <p>Strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Effects depend upon effective mitigation and detailed design and master planning to retain views to the Cathedral, an improved countryside transition, and the setting to nearby heritage assets at Bridge Farm</p> <p>Outcomes may be mixed against this PSP.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and Britford, albeit the separation between which would be reduced following development.</p> <p>On balance, outcomes against this SP are likely to be mixed given that effective visual separation between the two settlements would be reduced.</p>	<p>A benefit for this Priority group would be an increased quantum of Site 6 residents able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the nearby District Hospital;</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 6 to yield a range of affordable housing products and to support required infrastructure, including Early Years provision that would also benefit nearby Site 7; failure to deliver would have the adverse effect.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Neutral</i>	<i>Strength</i>	<i>Strength</i>	<i>Neutral</i>
<p>Site 7</p> <p>S of Downton Road</p> <p>Page 723</p>	<p>A benefit for this Priority group would be an increased quantum of Site 7 residents generally able to support city-centre patronage; , strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Effects depend upon effective mitigation and detailed design and master planning to retain views to Salisbury Cathedral / medieval city centre and the setting of to Woodbury Ancient Villages SM</p> <p>Development of the eastern segment of Site 7 would also require a successful urban-rural transition, given views from the east that <i>inter alia</i> include Longford Castle. Since site 7 involves risks against this PSP a mixed outcome is envisaged.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and Britford</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group, since the distance and visual separation between the two settlements could be retained.</p>	<p>A benefit for this Priority group would be the quantum of residents at Site 7 able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields. Its proximity to the nearby District Hospital may offer opportunities to support its improvement. It would in any event be sensible to consider the impact of development in this area comprehensively.; On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 7 to yield a range of affordable housing products and to support required infrastructure.</p> <p>However, SA advice reduces the developable area and, thus, the number of dwellings, which could restrict this site's ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products. For this reason, outcomes are deemed to be mixed.</p>

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Weakness</i>	<i>Strength</i>	<i>Strength</i>	<i>Neutral</i>
Site 8 S of Harnham Page 724	<p>A benefit for this Priority group would be an increased quantum of Site 8 residents generally able to support city-centre patronage; Intervisibility with the Cranborne & W Wilts AONB e.g. from the ridgeline to the south of the Ebbles Valley may however - be detrimental to Salisbury's place ambitions.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Development along or in proximity to the ridge-line as viewed from the AONB will potentially affect the setting the city and are a weakness of the site difficult to resolve.</p> <p>Mixed outcomes are furthermore suggested to be likely vis-à-vis the setting of the Woodbury Ancient Villages complex, even once reducing the developable area solely to the western segment, as advised by SA, were factored in.</p>	<p>Site 8 is beneficial to the PSP as no other nearby settlements would be involved.</p>	<p>A benefit for this Priority group would be the quantum of residents at Site 7 able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the nearby District Hospital;.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 8 to yield a range of affordable housing products and to support required infrastructure.</p> <p>However, SA advice reduces the developable area and, thus, the number of dwellings, which could restrict this site's ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products. For this reason, outcomes are deemed to be mixed.</p>

Conclusion

61. At Stage 3, the Sustainability Appraisal ranked the sites in the following order:

Site no.	Overall SA rank	Comments
1	1 st	<p>Site 1 is considered the most sustainable site when assessed against the 12 SA objectives and when compared against all other sites</p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Water resources: Source Protection Zone 2 covers approximately 40% of this site and it is covered by a Drinking Water Protected Safeguard Zone - these are established around public water supplies where additional pollution control measures are needed • Environmental pollution: this site extends out into open countryside away from existing development at Old Sarum, towards Monarch's Way. Development of this site will enlarge a detached settlement with poor connectivity with/to Salisbury. It will increase car dependency and add to congestion on Castle Road and within city AQMAs/ A36 • Energy: there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies • Housing: this site is capable of bringing forward a significant proportion of affordable housing as part of any housing development. The size of the site means that it would be likely to support a wide range of house types and sizes to meet different needs • Inclusion: this site is poorly connected to the city centre, but there are some existing public transport links in proximity to the site. Overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses • Education: primary provision could be incorporated into the new school on the Longhedge development, but this is likely to require a larger primary school and would be unable to incorporate early years provision. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns. Expansion to Sarum Academy is possible • Economy: this site is positioned approximately 0.3km to the north east of existing employment land at Old Sarum. The site is considered capable of delivering employment land to meet some economic needs, but the extent of this is unlikely to be wide reaching • Minor or neutral effects are likely for biodiversity, land and soil, climate change, heritage, landscapes and transport
7		<p>No major adverse effects (where mitigation is considered unachievable) are likely</p> <p>Summary of likely significant issues:</p>

	2 nd	<ul style="list-style-type: none"> • Land and soil: development of this site may not result in particularly high densities given the location of the Little Woodbury Ancient Settlement and the extent of landscape mitigation that may be required • Water resources: the site is covered by a Drinking Water Protected Area which are areas, within the Water Framework Directive, where raw water is abstracted from rivers and reservoirs • Environmental pollution: this site connects with the Harnham Gytratory which is congested, and further development has the potential to worsen this situation. A wider view is required of the network capacity – and the cumulative effects of proposed development on Harnham Road, Downton Road and existing AQMAs needs to be modelled and assessed • Energy: there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies • Heritage: development of the site would impact on the Scheduled Monument Woodbury Hillfort and settlement, a scheduled area and a former chalk pit. There is significant archaeological interest contained on the site in the form of the Scheduled Monument – Woodbury Ancient Villages which covers most of the site and of high archaeological value is Little Woodbury Iron Age settlement • Housing: this site could bring forward a significant proportion of affordable housing as part of any housing development. The size of the site means it would be likely to support a wide range of house types and sizes to meet different needs • Inclusion: overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses • Education: primary provision could be incorporated into the emerging Netherhampton Road site. A new primary school onsite could be required if the school at Netherhampton Road was not able to support needs arising from this site. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of Sarum Academy may be possible. • Transport: this site encompasses Britford Park & Ride, the loss of which would compromise the sustainability of East Harnham. If access through the Park & Ride site is being relied upon, Wiltshire Council have a lease on that site until 2063. This site connects with the Harnham Gytratory which is congested, and further development has the potential to worsen this situation • Economy: this is a large site that is reasonably well connected to the City Centre. It benefits from access to A338 and close proximity to existing employment development. The site is capable of meeting wide ranging employment needs and would lend itself to mixed-use development • Minor or neutral effects are likely for: biodiversity, climate change and landscapes
6	3 rd	<p><i>No major adverse effects (where mitigation is considered unachievable) are likely</i></p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Land and soil: the site is located within a Mineral Safeguarding Area and development is likely to result in some sterilisation of the potential resource. Evidence shows this site consisting of mainly Grades 2 and 3 BMV although there is no differentiation between Grades 3a and 3b so further assessment will be required • Water resources: the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs

		<ul style="list-style-type: none"> • Environmental pollution: development of this large site will inevitably increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. This site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation • Energy: this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources • Heritage: development of the site would impact on the Salisbury Conservation Area, Britford Conservation Area, as well as impact upon the setting of the Grade II Listed Bridge Farmhouse and farm buildings in Britford. The site would impact on the rural setting of both conservation areas and approaches to medieval city. Development would contribute to erosion of the separate identity of Britford • Landscapes: the site contributes to a sense of separation between the suburban edge of Salisbury and the rural, low-density, village of Britford. It forms part of the river valley setting and the rural approach to Salisbury from the southeast, across which there are clear views of Salisbury Cathedral. There is higher sensitivity to the north and east of the site due its contribution to the rural approach to Salisbury and historic water meadow landscape • Housing: site is capable of bringing forward a significant proportion of affordable housing. The size of the site means that it would be likely to support a wide range of house types and sizes to meet different needs • Inclusion: overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses • Education: primary provision could be incorporated into the emerging Netherhampton Road site but a new primary school onsite could be required if the school at Netherhampton Road was not able to support needs. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns but expansion of Sarum Academy is possible • Transport: this size of site is considered more than capable of incorporating mixed-uses into the design and layout. The cumulative effects of proposed development on Harnham Road, Downton Road and existing AQMAs will need to be modelled and assessed • Economy: the site benefits from access to the A338 (Downton Road) and has reasonable connectivity to the City Centre. The location and size of the site suggests that it could have positive effects in supporting the City Centre. • Minor or neutral effects are likely for biodiversity and climate change
8	4 th	<p><i>No major adverse effects (where mitigation is considered unachievable) are likely</i></p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Land and soil: the location of this site may not result in particularly high densities given its location on higher ground above Salisbury and the extent of landscape mitigation that may be required as a result • Environmental pollution: this site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation • Energy: this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources

		<ul style="list-style-type: none"> • Heritage: the site is close to Scheduled Monument Woodbury Hillfort and Woodbury Ancient Villages and settlement. Site is likely to have archaeological interest. The sites' contribution to significance requires assessment before potential for mitigation or impact on capacity can be considered • Housing: this site could deliver some affordable housing as part of any housing development, but the topography of the site limits the potential for a significant housing development, reducing the quantum that this site would be able to support • Inclusion: overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses • Education: primary provision could be incorporated into the emerging Netherhampton Road site or a new primary school onsite could be required if the school at Netherhampton Road was not able to support its needs. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns. Expansion to Sarum Academy is possible • Transport: the site is large enough to easily incorporate a mixed-use development. This site connects with the Harnham Gyrotory which is congested, and further development has the potential to worsen this situation • Minor or neutral effects are likely for biodiversity, water resources, climate change, landscapes and economy
5	5 th	<p>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Transport: the site is served by and would require access from the A36 which forms part of the Strategic Road Network. In order to accommodate the heavy A36 through traffic and facilitate right turners out of this site, a large roundabout or signalised junction would be required. Such infrastructure would need to conform to high design standards and would prove very costly and significantly impact upon the economic viability of the site • Water resources: the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs • Minor or neutral effects are likely for biodiversity, land and soil, environmental pollution, climate change, energy, heritage, landscapes, housing, inclusion and economy
3	6 th	<p>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Transport: access is considered unlikely to be achievable due to the need for expensive engineering and land constraints (rail tunnel widening, footway/cycleway provision in third party land), against a small number of houses. There is no linking footway or cycle infrastructure and no sufficient access to public transport. Routes through the Milford Mill Road railway Tunnel are not considered appropriate given the lack of footway and lack of opportunity to make such provision due to the narrow structure

		<ul style="list-style-type: none"> • Environmental pollution: sensitive receptors include the adjacent Milford House Care Home, which is also a listed building, and the railway line – mitigation measures will be needed to reduce impacts on/from those. The rail line is elevated and the impact of noise on amenity is likely to be significant • Minor or neutral effects are likely for biodiversity, land and soil, water resources, climate change, energy, heritage, landscapes, housing, inclusion and economy
12	7th	<p>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site. It is recommended that this site is not taken forward for further assessment</p> <p>Summary of likely significant issues:</p> <ul style="list-style-type: none"> • Biodiversity: biodiversity of the site is likely to be high and would qualify as CWS. The site has good potential for protected species and wildlife generally. Significant additional land will be required to achieve biodiversity net gain; mitigation would therefore not be possible to achieve on site • Transport: the site cannot derive access from Penning Road by virtue of a weight restricted, poorly maintained, narrow rail bridge, high gradients down to Wilton Road and a very poor junction onto the A36. A new railway bridge and new junction onto Wilton Rd would likely be very expensive. Access to the north of the site to Fugglestone Red would require 3rd party land and would need access through the adjacent Academy Site which is unlikely to be achievable due to existing building footprint and child safeguarding issues • Land and soil: land needs restoration after former quarrying and industrial processing plant uses. Part of this site is a waste allocation (Wiltshire and Swindon Waste Site Allocations Local Plan 2013) including for Materials Recovery Facility/Waste Transfer Station, local recycling and waste treatment. Therefore, development for other uses would likely not be in accordance with this adopted policy • Water resources: this site is covered by Source Protection Zone 2 • Environmental pollution: the site is adjacent to the A36 and railway line and noise impacts are likely. Salisbury has three Air Quality Management Areas (AQMAs) in respect of the nitrogen dioxide annual mean objective and exceedances exist on A36, A30 and at several hotspots in the city centre. Development of this site will significantly increase traffic on the A36 • Energy: this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers. A site of this size could also enable some economic and employment opportunities in sustainable green technologies • Minor or neutral effects are likely for climate change, heritage, landscapes, housing, inclusion and economy
4	8th	<p>Site 4 is considered the least sustainable site when assessed against the 12 SA objectives and when compared against all other sites. No significant benefits are considered likely from development of this site. Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</p> <p>Summary of likely significant issues:</p>

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		<ul style="list-style-type: none">• Transport: the site is served by and has direct access onto the A36 which forms part of the Strategic Road Network. Any access delivery on this road would therefore need to accord with Design Manual for Roads and Bridges which would not be cost effective for the number of dwellings proposed• Biodiversity: the site has good potential for commuting and foraging bats due to the proximity of the railway and the number of mature trees. A variety of other wildlife may use the site including badgers, reptiles, breeding birds and possibly dormice due to the proximity of the railway• Water resources: the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs• Environmental pollution: the site is narrow and sandwiched between the A36 and the railway line. It will be challenging to achieve suitable noise levels given that there would be significant noise from two directions. There is also a risk of creating exposure to poor air quality due to proximity of the A36
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65. Site 1 performs overall the best against sustainability appraisal, but in general the differences between sites are not substantial. It seems fair to say that Sites 1, 7 and 6 are grouped at the top, with Site 8 slightly behind.

66. For its part Stage 4 assessment of prospective development sites against the Place Shaping Priorities for Salisbury yields in summary the outcomes below. At Salisbury, Stage 4 assessment ranks the candidate sites in a way which almost exactly mirrors Stage 3. The only subtle difference being that at Stage 4 Site 6 is joint second, having been third at Stage 3:

	Stage 4 ranking of sites	SA ranking of sites		PSP 1	PSP: 2	PSP 3	PSP 4	PSP 5	Change from SA ranking
1	1 st -								No change
6	2 nd (Joint) Rd	3 rd							↕
7	2 nd (Joint)	2 nd							
8	4 th	4 th							No Change

67. By first considering the relationship with the Place Shaping Priorities it is evident that the sites have benign effects on those objectives focussed on economic outcomes (e.g. Priorities A and D) because increases in population at a given location will increase city centre patronage and support the visitor economy. Outcomes from Place Shaping Priority 5 meanwhile, essentially socio-economic in nature, are a little more nuanced: positive, in general, because increasing housing numbers facilitates the meeting of infrastructure and affordable housing objectives. It is, however, useful to note that Sites 7 and 8 perform comparatively less well because their respective developable areas were modified on Stage 3 SA advice, thus reducing the ability of these sites to contribute to such Priorities for Salisbury. Compared to Site 8, Site 7 however, is in a location where there is a possibility for the site to be extended usefully in order to look comprehensively at the relationship of future development here and the nearby hospital campus. Doing so would allow scope to consider their inter-relationship and support a place shaping priority (PSP4). It may also increase the benefits of this site over site 8.

68. Highest levels of difficulty in fulfilling Place Shaping Priorities are found against the physical and environmental measures (2 and 3: Landscape Setting and Separation & Distinctiveness). Indeed, it is believed that, at Site 8, Salisbury's landscape setting (Priority 2) might be too adversely affected since development at that location could witness housing being built along a section of the Harnham ridge-line, which is likely to be visible from the Cranborne Chase & W Wilts AONB, as well as on approach to Salisbury from the south. Site effects upon Salisbury's landscape setting are also in doubt at Sites 6 and 7, mostly in relation to views to / from the cathedral. In these cases, however, it is believed that through landscape mitigation and good-quality urban design such effects can be absorbed without unduly harmful impacts upon this aspect of the city's setting. Finally, concerns are also articulated about separation (Priority 3) between Salisbury urban area and Britford at Site 6. Once again it is believed that landscape mitigation and good urban design can accommodate such concerns for the longer-term.

69. In summary Stage 4 at Salisbury has essentially reinforced Stage 3 SA findings: Site 1 performs the best; Sites 6 and 7 are next best; Site 8, meanwhile, appears to perform comparatively the least well.

Preferred Options for Development

70. Further work has examined in more detail which land within these sites can be developed and which not, having regard to constraints and requirements for mitigation. This work results in a schematic masterplan for the distribution of uses within the site. This represents the plan's preferred option. Site 7 has been extended to include land between it and the hospital in order to look at the wider potential of the area and ensure there is a comprehensive development treatment of their relationship.

71. This is an appropriate stage to invite comments about the scale of growth, the direction of the City's expansion and the form and location it should take.

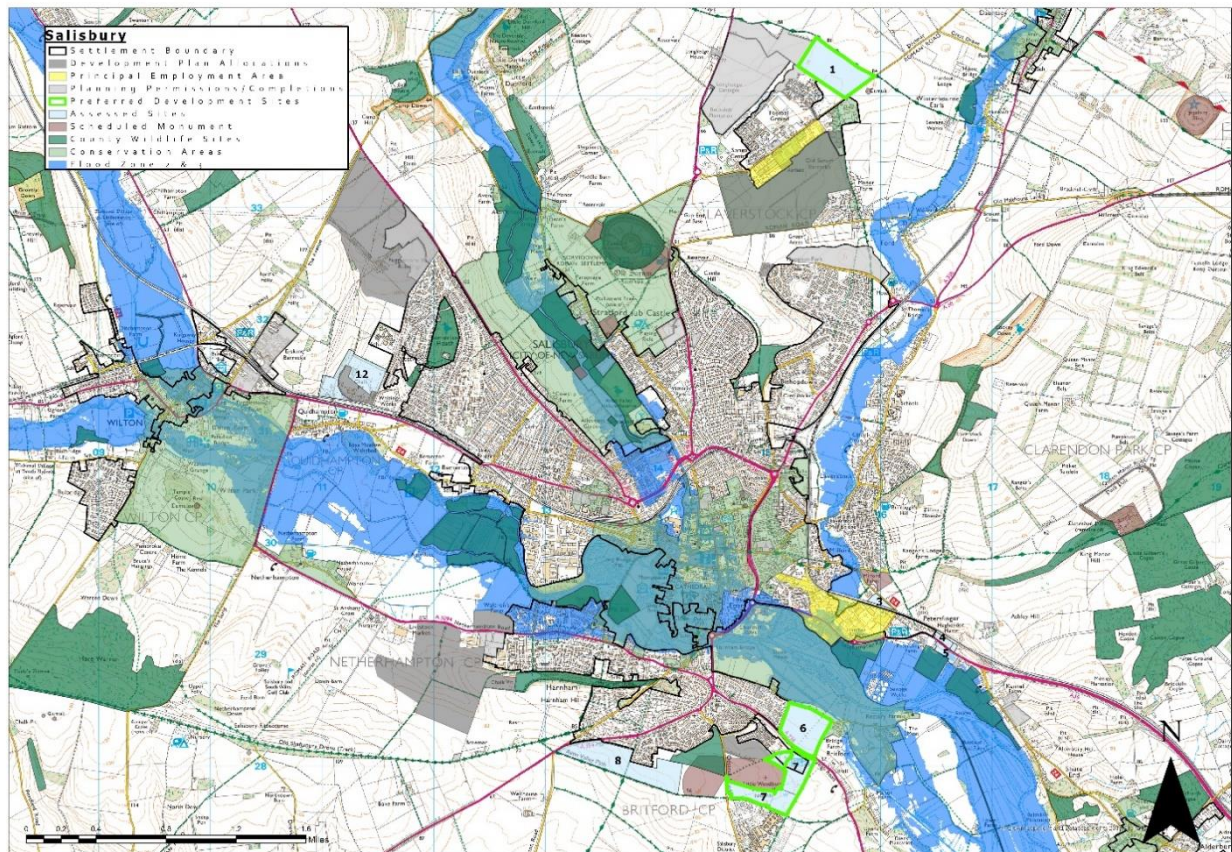


Figure 5 Map showing preferred development options

Wiltshire Local Plan Review

Planning for Westbury

Introduction

1. What will Westbury be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions in planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

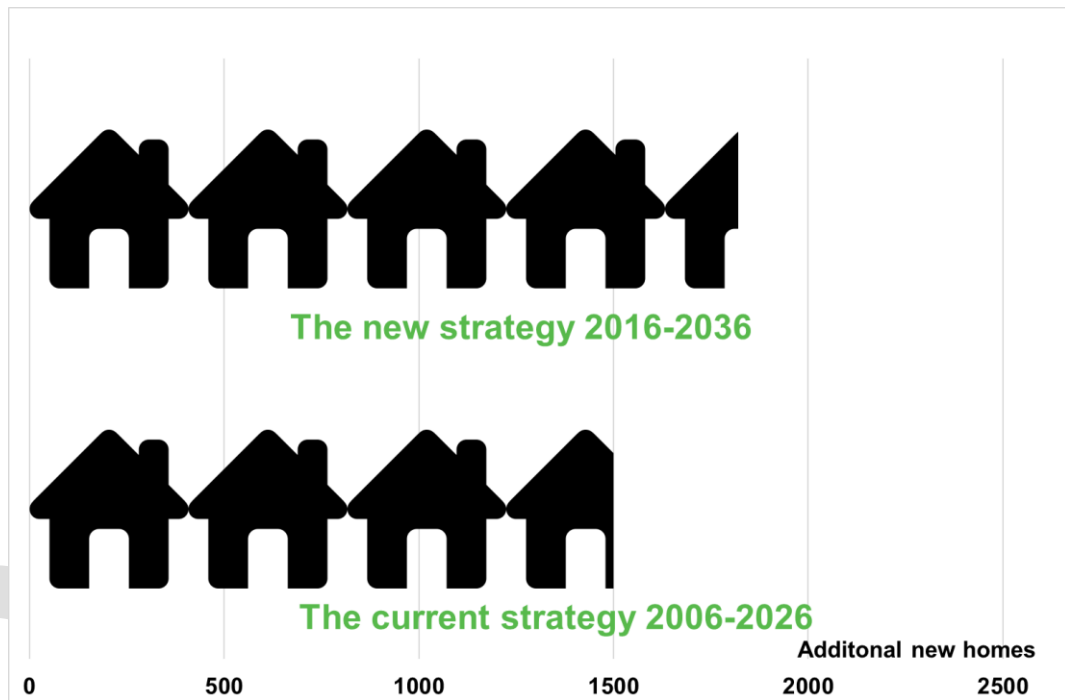
Scale of growth

How much should the town grow?

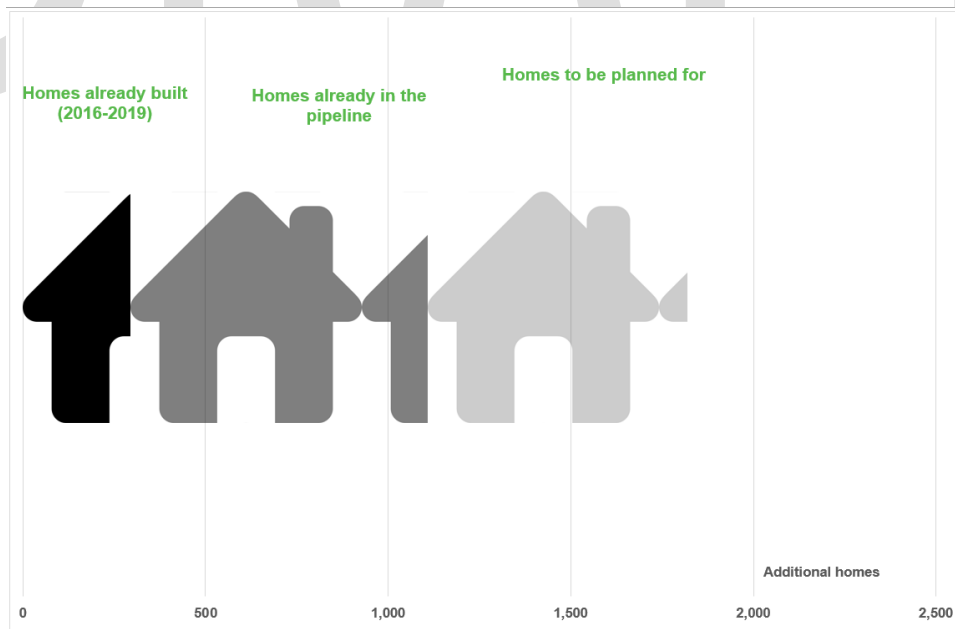
6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Westbury is in the Trowbridge Housing Market Area.
8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown below:



9. The current strategy 2006-2026, the Wiltshire Core Strategy, identified a requirement for 1,500 homes. The new strategy proposes a requirement of 1,820 homes for the plan period 2016-2036.
10. From this total estimate of need over the plan period can be deducted homes already built and those already in the pipeline as shown in the diagram below¹.



11. When the number of homes built and in the pipeline is deducted it leaves a further 710 homes to be accommodated up until 2036¹.

¹ In Westbury 294 dwellings have been built between 2016-2019 and at 1 April 2019 815 homes are already in the pipeline (i.e. they have planning permission or have resolution to grant planning permission).

12. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. But given the amount of new homes that need to be planned for, the Local Plan will allocate some land to ensure a supply of deliverable land to meet strategic housing needs and if there are large or complex sites.
13. The Local Plan and Neighbourhood Plan will be prepared along broadly similar timescales. The emerging Westbury Neighbourhood Plan will also be able to identify sites on which new homes can be built. The Neighbourhood Plan will also be able to propose development on sites, for example, that meet a particular housing need, for self-build housing or for other uses, or that positively plan for brownfield sites.
14. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 90 homes could be built on brownfield sites over the next 10 years².
15. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
16. Planning positively for brownfield sites, as a part of preparing a neighbourhood plan, can also work alongside allocations of greenfield land. Where there can be certainty about brownfield sites coming forward, this will reduce the amount of greenfield land sought in this review of the plan.
17. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and landowners, to help bring forward opportunities and achieve appropriate designs.

The Local Economy

18. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions³.
19. On current evidence, further employment land is needed at Westbury over and above land already allocated in the Local Plan (Core Strategy). This is supported by the historically high level of housing development in the town. However, there are already significant employment areas, such as the West Wilts Trading Estate, Northacre Industrial Park and Hawk Ridge Business Park, and there is a need to support and manage churn on these and other existing sites. Therefore, only a modest amount (1ha) of extra employment land is required.

² Further detail can be found in the Emerging Spatial Strategy paper.

³ Further detail can be found in the Emerging Spatial Strategy paper.

20. There is a need to appropriately resolve the future of the site of the former Lafarge cement works in Westbury, which was demolished in 2016, including consideration of alternative uses.

QUESTIONS

What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

Place shaping priorities

What priorities should we tackle?

21. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Westbury that will guide development and the direction of growth.
22. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place-shaping priorities are intended to be those distinct to a place. They may include:
- Important local objectives or issues and how they can be addressed
 - Opportunities that have been identified that can help support a local community's vision
 - Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth
23. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits
24. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the draft priorities that have been identified for Westbury.

- Development should deliver well-designed homes, properly supported by infrastructure, to meet Westbury's needs.
- Development should contribute towards sustainable transport links (particularly walking and cycling routes) within the town and to the surrounding parishes and between the railway station, employment areas and the town centre
- Develop a strategy for the regeneration of the town centre taking into consideration the emerging Westbury Town Plan, to encourage spending, improve accessibility, better manage traffic and parking and safeguard heritage assets
- Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Westbury town centre. It should address traffic issues in the town including consideration of, where appropriate, the route of the A350 through the town, including options for a bypass, and the need for a distributor road to relieve congestion on Oldfield Road.
- Development should deliver well thought out open spaces and landscaping to ensure residents can benefit from and enjoy their environment, regardless of whether they

are on foot or using transport, and should link with other areas to allow easy access to all parts of the town

- Retain existing employment areas and support their expansion to provide employment locally

QUESTIONS

Are these the right priorities? What priorities may be missing? How might these priorities be achieved?

Potential Development Sites

Where should development take place?

25. Land around much of Westbury is being promoted for development by landowners or prospective developers. From this larger amount of land, the Council is focussing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Westbury, further assessment will be carried out following the consultation to identify which site or site(s) will be allocated in the plan for development.
26. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
27. If Westbury is to expand, assuming all identified brownfield sites have been taken into account, the next difficult question focuses on where and how the built-up area may need to extend to accommodate change. Therefore, what will the role be for the release of greenfield land at Westbury and where is it most appropriate to consider development options.
28. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites in whole or in part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.
29. In Westbury, land is required to meet strategic housing requirements. The emerging Westbury Neighbourhood Plan will be able to propose and allocate sites for development, for example, that meet a particular local housing need, e.g. an

identified need for self-build homes or affordable housing, or development that provides particular community benefits.

QUESTIONS

What land do you think is the most appropriate upon which to build? What type and form of development should be brought forward at the town?

Is this the right pool of potential development sites? Are there any other sites we should be considering?

Are there important factors you think we've missed that need to be considered, generally or in respect of individual sites?

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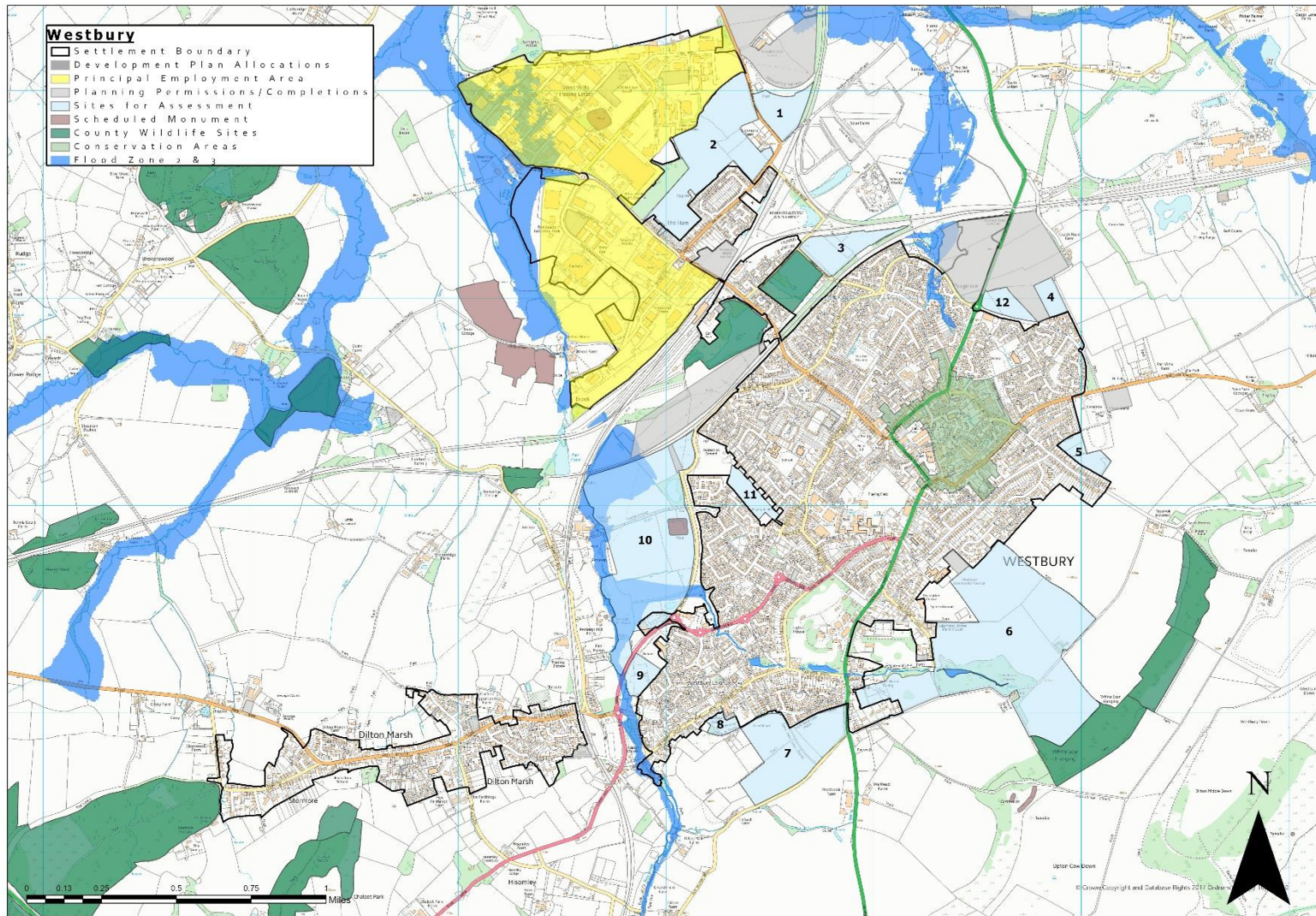


Figure 1 Map showing potential development sites for assessment

12 potential sites have been identified in Westbury for further assessment of their development potential. Not all these sites will be allocated for development. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- Impact on the A350, which runs through Westbury, that suffers from traffic congestion and is an Air Quality Management Area (AQMA)
- Improving sustainable transport (i.e. public transport, walking and cycling routes) connectivity between the town centre and the area around the railway station and employment areas on the north west of the town.
- Likely contributions to primary and secondary school provision

Site 1: Land north of Shallow Waggon Lane (SHELAA site 3445)

- Likely to impact on setting of Grade II Hawkridge Farmhouse but this is already compromised by existing permissions
- The site is generally well-screened but is set apart from settlement boundary
- May be seen as isolated and urban encroachment if developed on its own but could form part of a structured and phased approach if developed as part of other sites, such as SHELAA site 1014

Site 2: Land south-east of the West Wilts Trading Estate, land at Glenmore Farm and land off Storridge Road (SHELAA sites 742, 1014, 883375)

- The site is generally well screened from far views and near views could be mitigated by better management of boundary hedges and subsequent reinforcement through additional planting.
- Consideration will need to be given to the woodland belt green corridor running along the west side of this site.
- Development might lead to coalescence between West Wilts Trading Estate and existing residential development.

Site 3: Land at Slag Lane (SHELAA site 3218)

- Surface water flood risk covers a sizeable (20%) part of the site but is limited to select areas.
- The site is nestled in between railway embankments giving good screening to near views, though there are far views to the Westbury Hill escarpment.
- Development would provide the opportunity to consider the adjacent old gravel workings and railway lines, which are important green infrastructure corridors.

Site 4: Land to the west of Coach Road (SHELAA site 3620)

- The site is generally well enclosed by existing trees and development.
- Sitting on the settlement boundary it would not adversely affect any views to the countryside beyond

Site 5: Land at Fairdown Avenue and to the east of Newtown (SHELAA sites 272, 3170)

- Well-screened by surrounding development to protect it from views and careful masterplanning will help address amount of current overlooking.
- The site is just behind the residential area of Newtown and the Cemetery and whilst on a rising site with views across the wider Avon valley its location within an existing residential zone, small size and good boundary hedges would help it fit into its context.

Site 6: Chalford Gardens (SHELAA site 251, 1011)

- Partial screening by existing development lessons impact on the setting of Leighton House.
- Well-screened from countryside views to the east.
- Development of the whole of 1011 would be unacceptable on landscape grounds but there might be an opportunity for a small part of the site, to the west adjacent to 251, to be developed

Site 7: Land south of Sandhole Lane, adjoining Old Dilton Road and Turnpike Field (SHELAA sites 622, 3337, 3375)

- Consider Ground Water flood risk across part of site (SHELAA site 622)
- Potential impact on views both to and from important Upton Cow Down escarpment is likely to be less than for sites further to the south and east because of the site's location adjacent to the settlement boundary and with careful mitigation along its southern edge reinforcing existing hedgerows.

Site 8: Land to the rear of 71 Westbury Leigh (SHELAA site 3223)

- Impact on setting of Malthouse requires assessment but harm unlikely to be increased over and above harm caused by existing development.
- The site is generally well enclosed by existing trees and development.
- Sitting on the current settlement boundary it would not adversely affect any views to the countryside beyond.

Site 9: Land at Leigh Park (SHELAA site 268)

- Mitigation of heritage impact on setting of Grade II Listed Penleigh Mill only likely to affect area of site north of Mane Way (A3098).
- Opportunities to mitigate impacts on views from Mane Way, through strategic tree planting along the boundary, and on River Biss Brook green infrastructure corridor that runs along the west of the development.

Site 10: Land to the west of Mane Way (SHELAA site 3205)

- The size of the site creates opportunities to avoid parts of the site in Flood Zone 2/ Flood Zone 3a.

- Its large size may also provide the opportunity to mitigate the site's impact on the Scheduled Penleigh moated site and Grade II Listed Penleigh House, Farmhouse and Mill and their setting
- The site is exposed to views from Mane Way (A3098) but there is opportunity to mitigate this through planting along the boundary and to consider the Biss Brook Green Infrastructure Corridor, which runs along the west of the site

Site 11: Land at Redland Lane (SHELAA site 269)

- Well-screened by surrounding development to protect it from views and careful masterplanning will help address amount of current overlooking.

Site 12: Land at Gas House Farm (SHELAA site 299)

- Surface water flood risk confined to the eastern part of the site
- Site generally well-enclosed by existing trees and development and sites on the edge of the settlement boundary

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Settlement profiles

30. When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

QUESTIONS

Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Early years education provision at Westbury is not currently subject to any surplus.</p> <p>Westbury Infant and Junior and Westbury Leigh Primary schools are subject to some surplus of primary places. Bitham Primary School has been identified as being full.</p> <p>There is also some surplus at Matravers School and opportunities to expand if necessary.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Westbury are currently unconstrained. They are also unconstrained in relation to energy generation, according to SSEN's Generation Availability Map.</p>
Green and Blue Infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in figure ii below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in figure iii below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>

Topic	Comment
Sport and Leisure Facilities	<p>At Westbury there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • Grass pitches are sufficient in Westbury. However, a 3G ATP is required which could be in the Warminster / Westbury area. • Privately owned sports pitches are located at the 'Old Cement Works' which requires drainage works which and general improvement works which could be funded via any new developments. • Westbury United Football Ground is currently at Meadow Lane and there may be a need to identify a site to relocate if there are other plans for the current site. <p>Leisure Facilities Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Westbury Swimming Pool and Leighton Recreation Centre will be informed by this work, which will include planned growth and demand.</p>
Health	There is 1 GP surgery with no current capacity issues.
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 44% in the 60-74 age group and 104% in the 75+ age group. At the same time the 0-14 age group is expected to increase by 17% and the 15-29 age group to increase by 13%. Finally, the 30-44 age group is expected to increase by 19% and the 45-59 age group to decrease by 4%.</p> <p>Local Household Incomes</p> <p>The annual average gross income is £34,600 and the net income after housing costs is £23,600.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price is £161 100 Annual gross income £34 600 Affordability ratio is 4.74</p>
The local economy	<ul style="list-style-type: none"> • High concentration of jobs in Transportation & Storage, and noticeable concentrations in Manufacturing and Construction • Welton Bibby & Baron have invested significantly at their West Wiltshire Trading Estate site following relocation to the area. Other investments included increased capacity at Arla Westbury Dairies and the adjacent Hills Group MBT Plant

Topic	Comment
	<ul style="list-style-type: none"> • Significant investment into Hawke Ridge Business Park, located next to the A350 between Westbury and Trowbridge • Weight limit on Station Road bridge limiting factor on accessing employment sites • Low level of unemployment • Town centre vacancies are slightly higher than the national average. • There is a small capacity for convenience retail floorspace up to 2036. This is likely to be best achieved through redevelopment/expansion of existing convenience food retail provision. • A very limited capacity for additional comparison retail floorspace up to 2036.
Transport	<p>Key features</p> <p>Westbury is well connected via the strategic highway network; it is situated on the A350 (providing north-south links) with the A36 to the south (providing east-west links). Bus services are available from most of the residential areas of Westbury to the town centre. There is a generally hourly bus service to Trowbridge, Bradford on Avon and Bath; also to Warminster and Salisbury.</p> <p>Westbury is a significant rail hub, with direct services in six directions, including services to Bristol, Swindon, London, Salisbury and the South West.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • The A350 passing through the town causes delay and local social and environmental impacts. • A traffic related Air Quality Management Area (AQMA) has been designated on the A350 in the centre of Westbury. • Peak hour delays on the A350 and into key destinations affecting bus services (partly as a result of a lack of bus priority measures). • Westbury's railway station is situated about 1.3km from the town centre with limited bus integration. • Future development growth in Westbury may increase traffic on the A350, possibly jeopardising its strategic role and deteriorating air quality. <p>Opportunities</p> <ul style="list-style-type: none"> • A350 West Ashton/ Yarnbrook Relief Road will reduce congestion north of Westbury.

Topic	Comment
	<ul style="list-style-type: none"><li data-bbox="662 253 1268 322">• Car park extension at Westbury rail station removes a constraint on rail travel growth.

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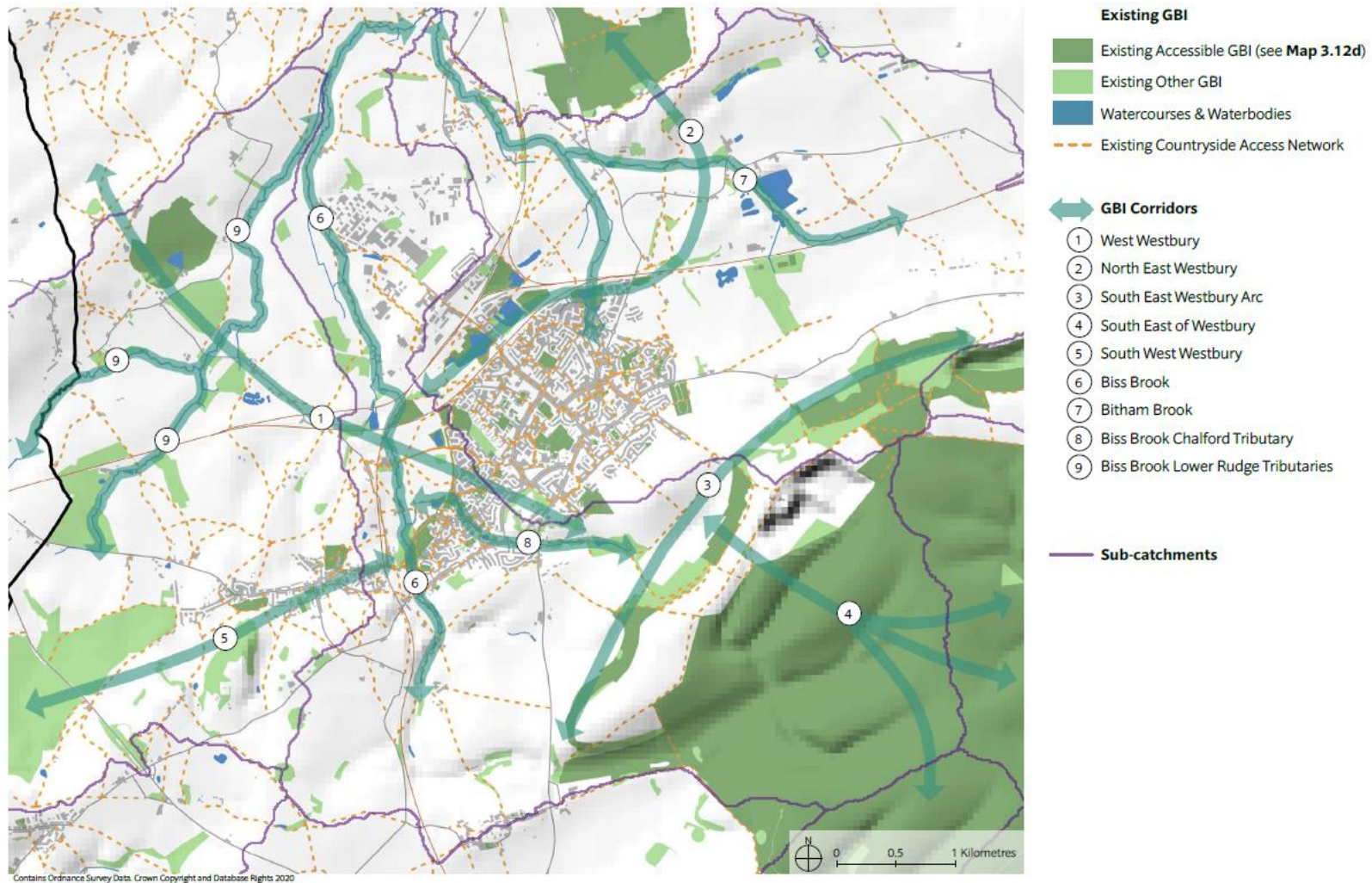


Figure 2 Map showing Westbury Green and Blue Infrastructure Network and improvement corridors (numbered).

(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

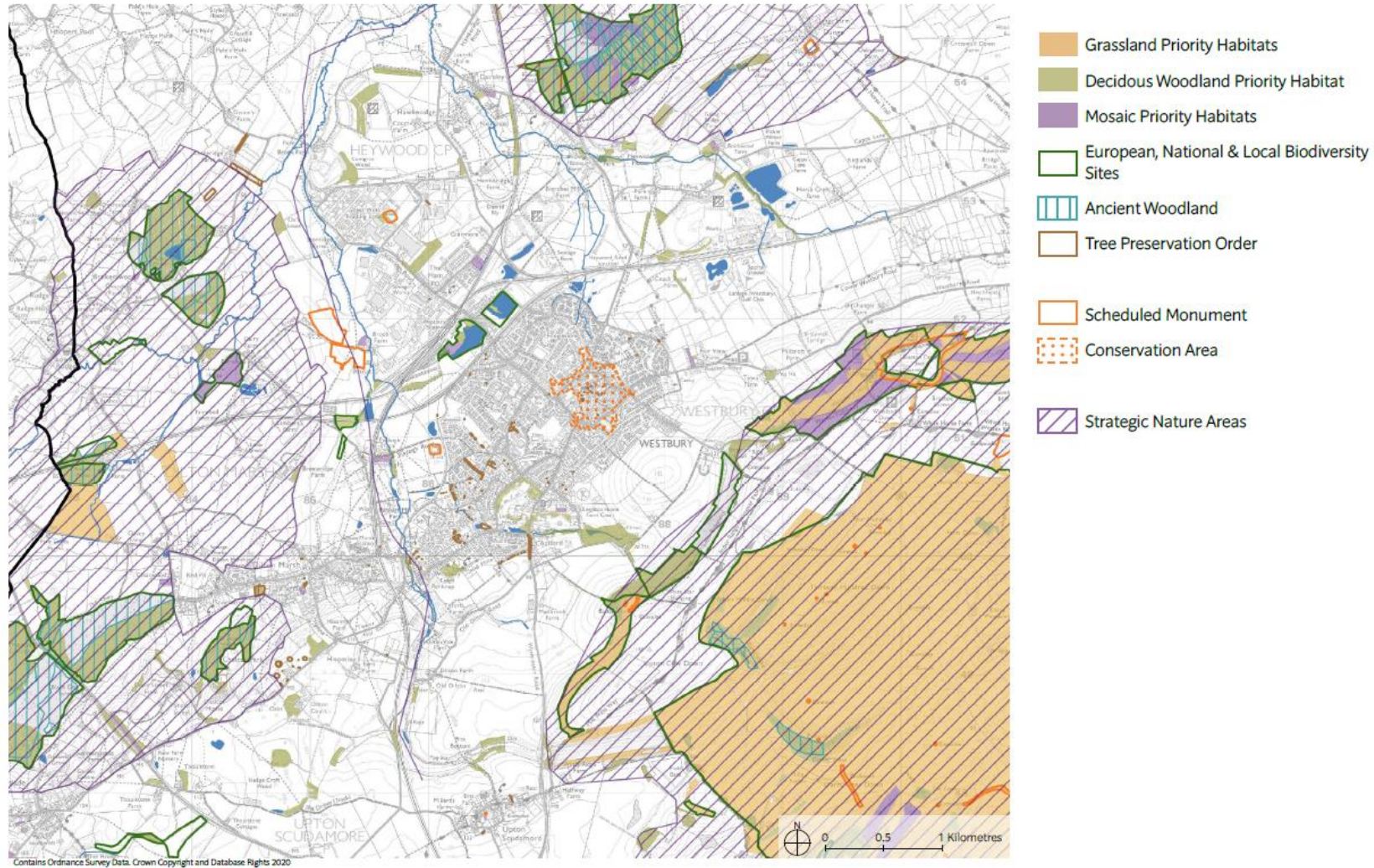


Figure 3 Map showing Westbury Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

APPENDIX 2

Wiltshire Local Plan Review

Westbury – Pool of Potential Development Sites

Site Selection Report

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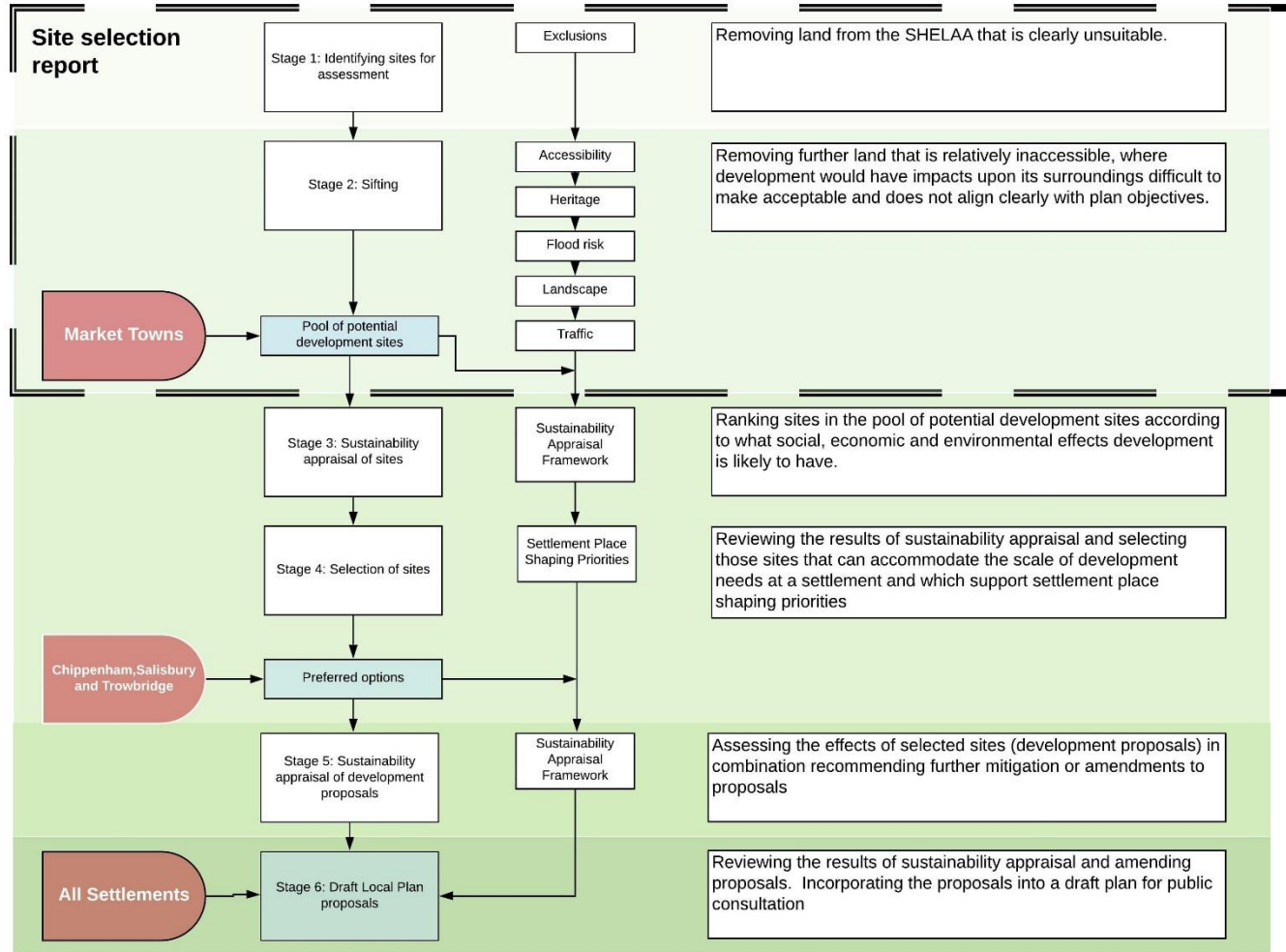
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing a pool of reasonable alternative sites that could be appropriate for development around the built-up area of Westbury – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council consider these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Westbury the requirement emerging is for an additional 1,820 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Westbury Neighbourhood Plan. Taking account of this amount, approximately 710 additional homes and 1ha of employment land remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called 'Emerging Strategy'.

Summary of the site selection process



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Figure 1 Site Selection Process

The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.

Stage 1 - Identifying Sites for Assessment

12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.

Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place-shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵

¹ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

² Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³ To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*³.

⁴ The role and function of place shaping priorities is explained in the settlement statement

⁵ Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

16. It may be appropriate for some SHELAA land parcels to be combined to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites in the pool of reasonable alternatives will be examined in more detail. They will be subject to sustainability appraisal, stage 3. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and strategic priorities for a settlement. Carrying out this selection of sites is stage 4.
20. Stage three sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by appropriate assessment under the Habitats Regulations to ensure no adverse effects on Natura 2000 sites. The results of these steps will amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan.
23. The draft Local Plan Review which will be published for consultation prior to an independent inspector considering all the representations, who will hold an examination in public into the soundness of the plan.
24. An inspector may find the plan unsound or may recommend a set of modifications to the plan before it can be formally adopted and update the Wiltshire Core Strategy.
25. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

⁶ Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

Stage 1 Identifying Sites for Assessments

26. This stage starts with all SHELAA land parcels on greenfield land at the edge of Westbury and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built-up area are not included. Figure 2 shows sites that have been excluded. The sites have been excluded because of the small size. SHELAA site 234, Leighton House, has been removed from further consideration at Stage 1 because it is now understood to be currently unavailable for development during the plan period.

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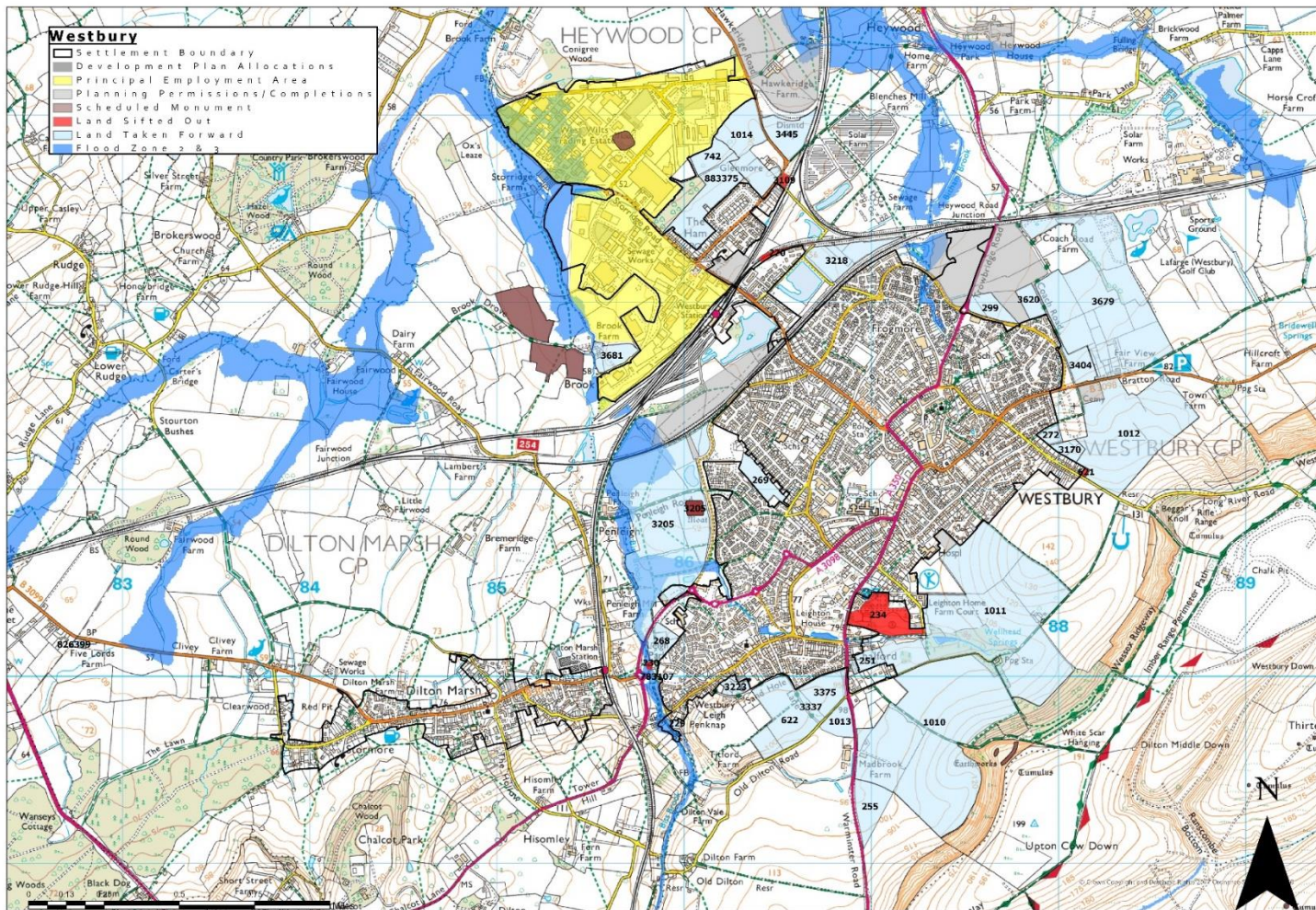


Figure 2 Map showing stage 1 SHELAA land excluded

Stage 2 Site Sifting

Methodology

27. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

Accessibility and wider impacts

28. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

29. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
30. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
31. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

32. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
33. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
34. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
35. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.
36. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

37. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which ones not.
38. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.
39. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.
40. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.
41. This strategic context evidence describes the settlement's:
 - Long-term patterns of development
 - Significant environmental factors
 - Scale of growth and place shaping priorities
 - Future growth possibilities for the urban area
42. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
 - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.
 - What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another to properly test such an option.
 - A desirable pool of sites might favour a distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
 - Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

43. Sometimes these influences will not bear on site selection. In other instances, they may be important.
44. A description of the settlement strategic context for Westbury is shown in the table below:

Westbury Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Westbury has grown to the west and north from an historic core following the A350 main trunk road through the town and towards the railway station, respectively. The town is constrained to the east and south by the north western edge of the Salisbury Plain, most notable for the famous Westbury White Horse to the east. The escarpment of the Upton Cow Down Site of Specific Scientific Interest (SSSI) overlooks the town from the south.</p> <p>The railway line comprises a physical limit to development of the main residential area of the town to the west and north. However, the siting of the railway station has led to development away from the centre and there is now a substantial employment area north of the railway station in the neighbouring parish of Heywood.</p> <p>More recently, land allocated by the local plan south of the railway station and the development of Leigh Park, to the west of the town, are examples of Westbury's potential to continue growing to the north and west.</p>
Significant environmental factors	<p>Westbury suffers from traffic and air quality issues, largely due to congestion from the A350 that runs through the town centre and is also designated as an Air Quality Management Area.</p> <p>Westbury lies under the north-western scarp of Salisbury Plain, to the south, marked by the famous Westbury White Horse, and is within the Special Protection Area (SPA) buffer zone.</p> <p>The entire town lies within the Greater Horseshoe 4000m buffer zone for the Bath and Bradford on Avon Bats Special Area of Conservation (SAC).</p> <p>There are areas of flood risk to the west of the town, associated with the Biss Brook.</p> <p>To the south of the town lies the Upton Cow Down Escarpment, which is a Site of Specific Scientific Interest (SSSI).</p> <p>The historic environment is notable for the Grade II Listed Leighton House, the former MOD site, within the southern part of the main built-up area of the town, as well as the Grade II Heywood House, to the north of the town. Also, Grade II Listed Buildings to the west of the town, such as Penleigh Mill and the Scheduled Monument Bratton Camp, to the east.</p>
Scale of growth and strategic priorities	<p>The scale of growth is relatively large.</p> <p>Strategic priorities include delivering the necessary infrastructure to support this and past growth; sustainable transport links between the railway stations, employment areas, town centre and neighbouring parishes; regenerating the town centre; improving traffic congestion and air quality; linked open space and green infrastructure network; and supporting existing and delivering new employment centres.</p>

Future growth possibilities for the urban area	Due to the relatively unconstrained nature of land around the town, there are several potential locations for future growth at Westbury. However, development to the north of the railway station will need to be mindful of coalescence with employment areas. Views to and from environmental and historical designations will likewise need to be considered when assessing growth possibilities to the south and east of the town.
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Combining sites

45. Assessment may also suggest combining sites together. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
 - abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

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Site Assessment Results

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
229	Adjacent to 147A						<p>This site has moderate accessibility. Groundwater risk covers half of the site, to the north east of the plot. The Grade II Listed 145 Westbury Leigh is a high-status dwelling dating from the sixteenth century. The contribution of the surrounding land to its setting requires assessment. This is an area of strong historic character; the historic settlement pattern needs to be respected. The site is generally well enclosed by existing trees and development. Sitting on the current settlement boundary, development would not adversely affect any views to the countryside beyond. The site is located close to a congested corridor and an AQMA.</p> <p>The site itself is relatively small-scale, which limits scope for mitigation, and is unlikely to make a realistic option, on its own, for a strategic allocation. The site should, therefore, be excluded from further consideration.</p>	x
251	Chalford Gardens						<p>This site has good accessibility. Groundwater risk covers the whole site, with the north having the highest risk. The Grade II Listed Leighton House, including park, is a significant country house with a designed landscape, which extended into surrounding 'borrowed' landscape. The site is partially screened by existing development but the impact on the setting of Leighton House park may be a constraint to numbers. The site is generally well-screened from countryside views to the east with significant mature trees along the edges and within the site that would need to form part of the masterplanning</p>	✓


							<p>process. The site is located particularly close to a congested corridor and AQMA. However, this is an accessible site to Westbury town centre and there is likely to be limited impact on the highway network given the scale of the site. SHELAA site 1011 is adjacent to the site (to the west) and, therefore, it would be logical to consider the two sites in combination for any future assessments.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
255	Land off Warminster Road						<p>This site has moderate accessibility. Groundwater risk covers the whole site. This site sits at the base of Upton Cow Down escarpment and development here would adversely affect views both to and from this important landscape feature. The site also sits well away from the current settlement boundary for Westbury and development would create an isolated encroachment into the countryside. The site is located close to a congested corridor and an AQMA.</p> <p>SHELAA site 1010 is adjacent to this site but has also been excluded at this stage, which leave site 255 more exposed within the landscape setting.</p> <p>This site should be excluded from further consideration on landscape grounds.</p>	✘
268	Land at Leigh Park (southern parcel)						<p>This site has good accessibility. The site is exposed to views from Mane Way (A3098) but there is the opportunity to mitigate this through planting along the boundary. The Biss Brook Green Infrastructure Corridor runs along the west of the development. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
269	Land at Redland Lane						<p>This site has good accessibility. Surface water risk on this site is confined to the north of the site; the closer to the skatepark, the higher the risk. It is noted that there is an ordinary watercourse in this area, which may lead to a higher risk. The site is well-screened by</p>	✓

						<p>surrounding development to protect it from views. Careful masterplanning will be required due to the amount of current overlooking. The site is located close to a congested corridor and an AQMA. The site is, however, currently used as playing fields, and therefore its value as a recreational asset will need to be taken into consideration in further assessments.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
272	Land at Fairdown Avenue					<p>This site has good accessibility. The northern part of the site is the main area affected by Groundwater flood risk. The site is just behind the residential area of Fairdown Avenue and, whilst on a rising site with views across the wider Avon Valley, its location within an existing residential zone, small size and good boundary hedges would help it fit into its context. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
299	Land at Gas House Farm					<p>This site has good accessibility. The surface water risk is located on the eastern part of this site; covering around 15% of the total site area. The site is generally well-enclosed by existing trees and development. It sits on the current settlement boundary and would not adversely affect any views to the countryside beyond. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
622	Land south of Sand Hole Lane (Leigh Field)					<p>This site has good accessibility. Groundwater risk covers the whole site. The site, whilst sitting further away from Upton Cow Down escarpment, would potentially impact on views both to and from this important landscape feature. However, due to its location adjacent to the settlement boundary and with careful mitigation along its southern edge, reinforcing existing hedgerows, the visual impact is likely to be</p>	✓

						<p>lessened. The site is located close to a congested corridor and an AQMA. This site could be considered in combination with SHELAA site 3375.</p> <p>The site itself extends into open countryside beyond the urban/ rural fringe of the town, which may affect the suitability of this site for development. However, the site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
742	Land South East of West Wilts Trading Estate					<p>This site has moderate accessibility. There are only small pockets of low risk surface water flooding. The site is generally well screened from far views, and near views could be mitigated by better management of boundary hedges and subsequent reinforcement through additional planting. The site is located close to a congested corridor and an AQMA. Individually, this site may be suitable for an employment use due to its juxtaposition to the West Wilts Trading Estate and could be considered in combination with SHELAA site 1014.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
1010	Wellhead Farm					<p>This site has poor accessibility. Groundwater risk affects the western part of the site (near Wellhead Farm), though the risk decreases as you progress eastward. The surface water risk is minimal and focused around Wellhead Farm; covering less than 5% of the total site area. Grade II Listed building Leighton House is a significant country house with a designed landscape, which extended into surrounding 'borrowed' landscape. Changes within the wider landscape may therefore impact upon its setting. The site sits at the base of Upton Cow Down and wooded green infrastructure escarpment and development would adversely affect viewed both to and from this important landscape feature. The site is located close to a congested corridor and an AQMA.</p>	✗

							This site should be excluded from further consideration on landscape and heritage grounds.	
1011	Land rear of Leighton Recreation Centre						<p>This side has moderate accessibility. Groundwater risk affects the western part of the site (near Wellhead Springs), though the risk decreases as you progress eastward. The surface water risk is minimal and focused on the existing water bodies within/ close to the site. Grade II Listed building Leighton House is a significant country house with a designed landscape, which extended into surrounding 'borrowed' landscape. Changes within the wider landscape may therefore impact upon its setting. The areas wrapping around the south and east of Leighton House park may impact on the designed setting and this will be a constraint. The site sits at the base of Upton Cow Down and wooded green infrastructure escarpment and development would adversely affect views both to and from this important landscape feature. The site is located close to a congested corridor and an AQMA.</p> <p>The landscape impact of developing the entire site would be unacceptable. However, a small part of the site, to the west, may be suitable with appropriate mitigation if considered in combination with SHELAA site 251. Therefore, the site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
1012	Land North of Newtown						<p>This site has moderate accessibility. Groundwater risk covers the northern part of the site. Potential impact on Grade II and Grade II* Listed mausoleums within the cemetery. Mausoleums have a contained setting, but development would need to respect the tranquillity of the cemetery and mitigation may be required to achieve this. Contribution of wider landscape and impact of increasing development on setting of Schedule Monument Bratton Camp requires assessment. Impact on setting of Grade II* Listed Building Heywood House requires assessment. Heywood House is a significant country house in a designed landscape, which enjoyed deliberately framed views towards the Westbury White Horse. The site sits at the base of the Westbury Hill and escarpment and would adversely affect views</p>	✗

						<p>both to and from this important landscape feature. The site is located close to a congested corridor and an AQMA.</p> <p>This site should be excluded from further consideration on landscape and heritage grounds.</p>	
1013	Madbrook Farm					<p>This site has good accessibility. Groundwater risk covers the whole site. The site, whilst sitting further away from Upton Cow Down escarpment, would still adversely affect views both to and from this important landscape feature. The site is located close to a congested corridor and an AQMA.</p> <p>This site should be excluded from further consideration on landscape grounds.</p>	✘
1014	Glenmore Farm					<p>This site has moderate accessibility. Groundwater risk in the southern part of the site; covering less than 20% of the site. Surface water risk is minimal and situated close to the middle of the site; covering less than 5% of the total site. The site is generally well screened from far views, and near views could be mitigated by better management of boundary hedges and subsequent reinforcement through additional planning. The site is located close to a congested corridor and an AQMA.</p> <p>The site may, potentially, erode the separation of the residential area to the south and employment land to the north. However, the site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3170	Land to the East of Newtown, Westbury					<p>This site has moderate accessibility. The site is just behind the residential area of Newtown and the cemetery and, whilst, on a rising site with views across the wider Avon Valley, its location within an existing residential zone, small size and good boundary hedges would help it fit into its context. The site is located close to a congested corridor and an AQMA.</p>	✓

							<p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
3205	<p>Land to the west of Mane Way</p> 						<p>This site has good accessibility. Land to the west of the site, which wraps itself around most sides of the site, is situated in flood zones 2 and 3a. The surface water risk on this site is generally focused on existing water bodies in the area; covering less than 5% of the site. Impact on Scheduled Monument Penleigh Moated Site, Grade II Listed Building Penleigh House, Grade II Listed Building Penleigh Farmhouse, and Grade II Listed Building Penleigh Mill. Moated sites were often status symbols with deliberate primacy in the landscape. This would be lost with surrounding development, as would the relationship with surrounding historic assets and field systems. Mitigation would be very difficult. Farmsteads also have a fundamental relationship with their surrounding hinterland (here constrained already by the railway) and mitigation is likely to be very difficult. The settings of Penleigh House and Mill require further assessment. The site is exposed to views from Mane Way (A3098) but there is the opportunity to mitigate this through planting along the boundary. The Biss Brook Green Infrastructure Corridor runs along the west of the development. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3218	<p>Land at Slag Lane</p>						<p>This site has good accessibility. Surface water risk stretches from the north eastern corner towards the centre of the site, covering around 20% of the whole site. The site is nestled in between railway embankments, giving good screening to near views, though there are far views to the Westbury Hill escarpment. The adjacent old gravel workings and railway lines are important green infrastructure corridors. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓

3223	Land to the rear of 71 Westbury Leigh						<p>This site has good accessibility. Impact on Grade II Listed Malthouse building. The contribution to the setting of the Malthouse building requires assessment but harm is unlikely to be increased over and above harm caused by existing development. The site is generally well-enclosed by existing trees and development. Sitting on the current settlement boundary, it would not adversely affect any views to the countryside beyond. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3337	Land adjoining Old Dilton Road and Tickle Belly Lane						<p>This site has good accessibility. While sitting further away from the Upton Cow Down escarpment, development of this site would potentially impact on views both to and from this important landscape feature. However, due to its location adjacent to the settlement boundary and with careful mitigation along its southern edge, reinforcing the existing hedgerows, the visual impact is likely to be lessened. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3375	Turnpike Field, Old Dilton Lane						<p>This site has good accessibility. While sitting further away from the Upton Cow Down escarpment, development of this site would potentially impact on views both to and from this important landscape feature. However, due to its location adjacent to the settlement boundary and with careful mitigation along its southern edge, reinforcing the existing hedgerows, the visual impact is likely to be lessened. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓

3401	Land behind and adjacent to BA13 4LB						<p>This site has moderate accessibility. There are very small pockets of very low risk surface water flooding noted within the site along the north eastern border. The site, if developed, risks coalescence between Hawkeridge hamlet and the West Wilts Trading Estate. The site is located close to a congested corridor and an AQMA.</p> <p>This site should be excluded from further consideration on landscape grounds.</p>	✘
3404	Land at Bratton Road (Highfield)						<p>This site has good accessibility. Groundwater risk is highest on a strip across the middle of the site. The south part of the site has groundwater risk too, but this is less, and the north of the site has no groundwater risk at all. The contribution of the wider landscape and the impact of development on and within the setting of the Scheduled monument Bratton Camp requires assessment. Impact on the setting of the Grade II Listed Heywood House. This is a significant country house in a designed landscape, which enjoyed deliberately framed views towards the White Horse. Assessment of the impact of development on its setting is required. While the site is set back from the Westbury Hill escarpment, its development would still be prominent from views from the top of the escarpment. The site is located close to a congested corridor and an AQMA.</p> <p>This site should be excluded from further consideration on landscape grounds.</p>	✘
3445	Land North of Shallow Waggon Lane						<p>This site has moderate accessibility. Groundwater risk is limited to the south of the site, covering less than 15% of the total site area. There is a very small section of low-risk surface water flooding in the north east corner of the site. The impact of the Grade II Listed building Hawkeridge Farmhouse must be considered. However, existing permissions already compromise the setting of the farmhouse. The site is generally well-screened but is set apart from existing settlement boundaries. If the site is developed on its own, it may seem isolated and urban encroachment. However, if developed as part of other sites, such as SHELAA site 1014, it could form part of a structured and</p>	✓

							<p>phased approach. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	
3620	Land to W of Coach Road						<p>This site has moderate accessibility. There are small pockets of low-risk surface water flooding. The site is generally well-enclosed by existing trees and development. Sitting on the current settlement boundary, it would not adversely affect any views to the countryside beyond. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
883375	Land Off, Storridge Road, Westbury, Wiltshire						<p>This site has good accessibility. Groundwater risk affects the south east corner of the site, covering around 10% of the site. Surface water risk is focused on the centre of the site, near the sewage pumping station, covering less than 5% of the total plot. There is the potential for archaeology remains. The site is generally well-screened from far views, and near views could be mitigated by better management of boundary hedges and subsequent reinforcement through additional planting. A woodland belt green infrastructure corridor goes along the western side. There is the issue of coalescence between employment and residential uses to be considered. The site is located close to a congested corridor and an AQMA.</p> <p>The site should be taken forward for further assessment as there does not appear to be any overriding significant impacts that justify excluding the site at this stage.</p>	✓
3679	Land at Bratton Road, Westbury						<p>This site has moderate accessibility. There is minimal surface water risk; covering less than 5% of the site and located near areas of existing water features. Groundwater risk covers less than 10% of the total site area and is most prevalent on the south part of the site. This</p>	✗

						<p>is a very large site in a prominent position within the landscape. The impact on the setting of the Scheduled monument Bratton Camp and the Westbury White Horse requires assessment. Advisable that Heritage England be consulted. Impact on the setting of Grade II* Listed Building Heywood House, which has designed views towards the White Horse. The impact of development on these views requires assessment and may cause unacceptable harm. Development in this location would impact the setting of the Westbury White Horse and the Fair View Farm viewpoint. There would be prominent and direct views from the Westbury Hill escarpment. Development in this location would be urban encroachment into the countryside. The south part of the site is classified as Grade 3 agricultural land. The site is within the 6400m buffer zone for the Salisbury Plain Special Protection Area (SPA) and the 400m Greater Horseshoe Bats buffer zone for the Bath and Bradford on Avon Special Area of Conservation (SAC). The site is located close to a congested corridor and an AQMA.</p> <p>This site should be excluded from further consideration on landscape and heritage grounds.</p>	
3681	Brook Farm					<p>This site has moderate accessibility. Flood zone risk is isolated to the western part of the site, running along with the watercourse. Surface water risk is patchy across the site but does not account for more than 10% of the total site area. Most of the site is within an area of high groundwater risk. Impact on Grade II Listed Brook Farm. Impact on Scheduled Medieval Settlement and field systems to the west of Brook Farm. Impact on non-designated Brook Mill and layout of watercourses. Farmsteads have a fundamental relationship with their surrounding hinterland. The site will lead to the loss of both farmstead and the immediate setting of the farmhouse. Also, there is loss of separation from the White Horse Industrial Park. The impact of the setting of the scheduled settlement requires assessment. Mitigation would be almost impossible on such a small site. The Biss Brook Green Infrastructure Corridor runs along the west of the development</p>	x

							<p>which is in flood risk zones 2 and 3. There are opportunities to enhance the green infrastructure corridor and provide integrated flood risk management to the west of the site. It may also be possible to mitigate the development through reinforced hedgerow planting around the boundaries of the site. The site is within the 6400m buffer zone for the Salisbury Plain Special Protection Area (SPA) and the 400m Greater Horseshoe Bats buffer zone for the Bath and Bradford on Avon Special Area of Conservation (SAC). The site is located close to a congested corridor and an AQMA.</p> <p>Due to the limited scope to mitigate heritage impact because of the small size of the site, part of which is in flood risk zones 2 and 3, this site should be excluded from further consideration.</p>	
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46. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, considering both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.
47. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

The following sites have been combined:

Ref	Reason
742 and 1014 and 883375	These sites abut each other and have no strong physical barriers.
272 and 3170	These sites abut each other and have no strong physical barriers.
622 and 3337 and 3375	These sites abut each other and have no strong physical barriers.
251 and 1011	Development of the whole of 1011 would be unacceptable on landscape grounds but there may be an opportunity to develop a small part of the site, to the west, with 251

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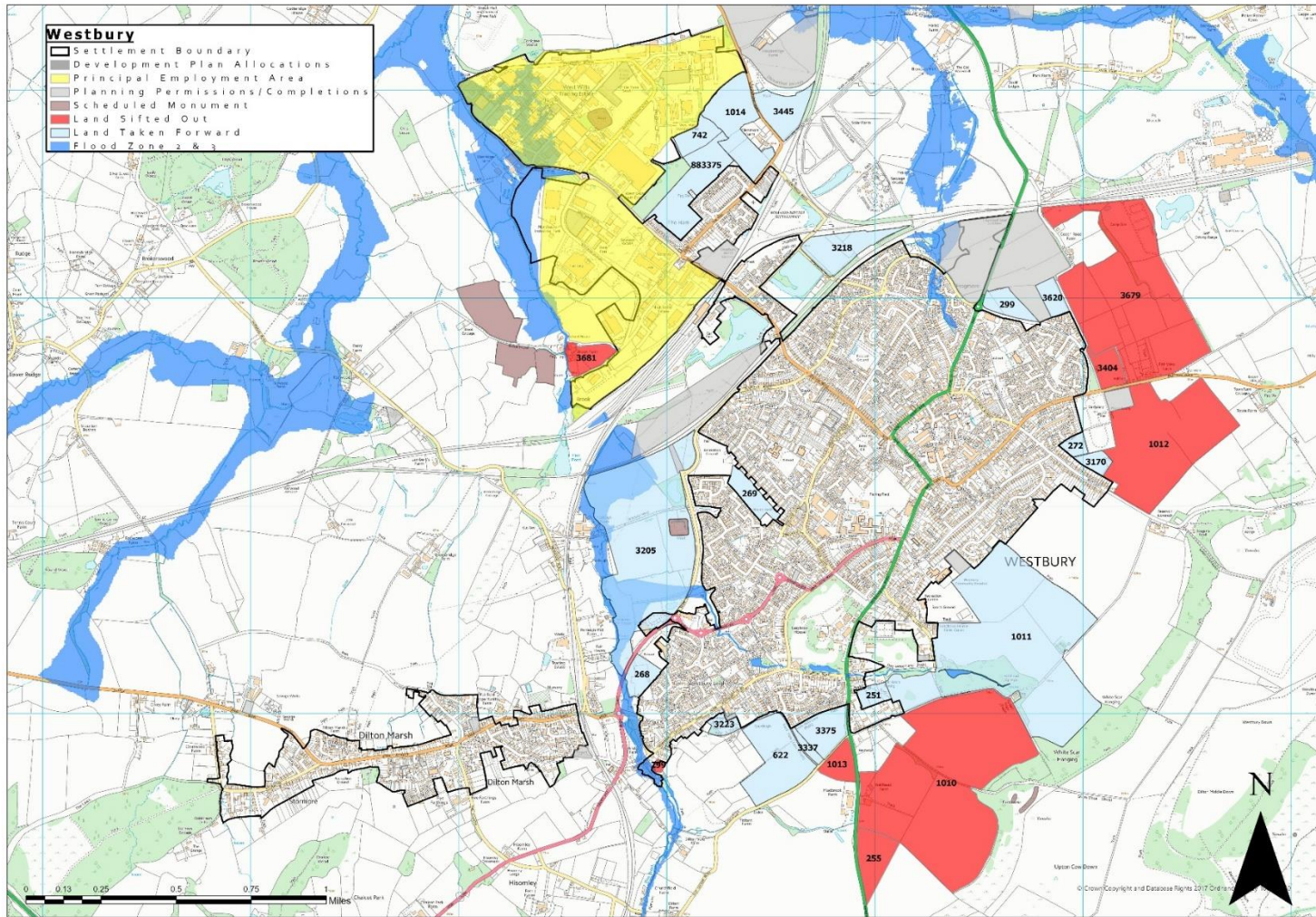


Figure 3 Map showing results of Stage 2 SHELAA land sifting

Conclusion

48. The following map shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

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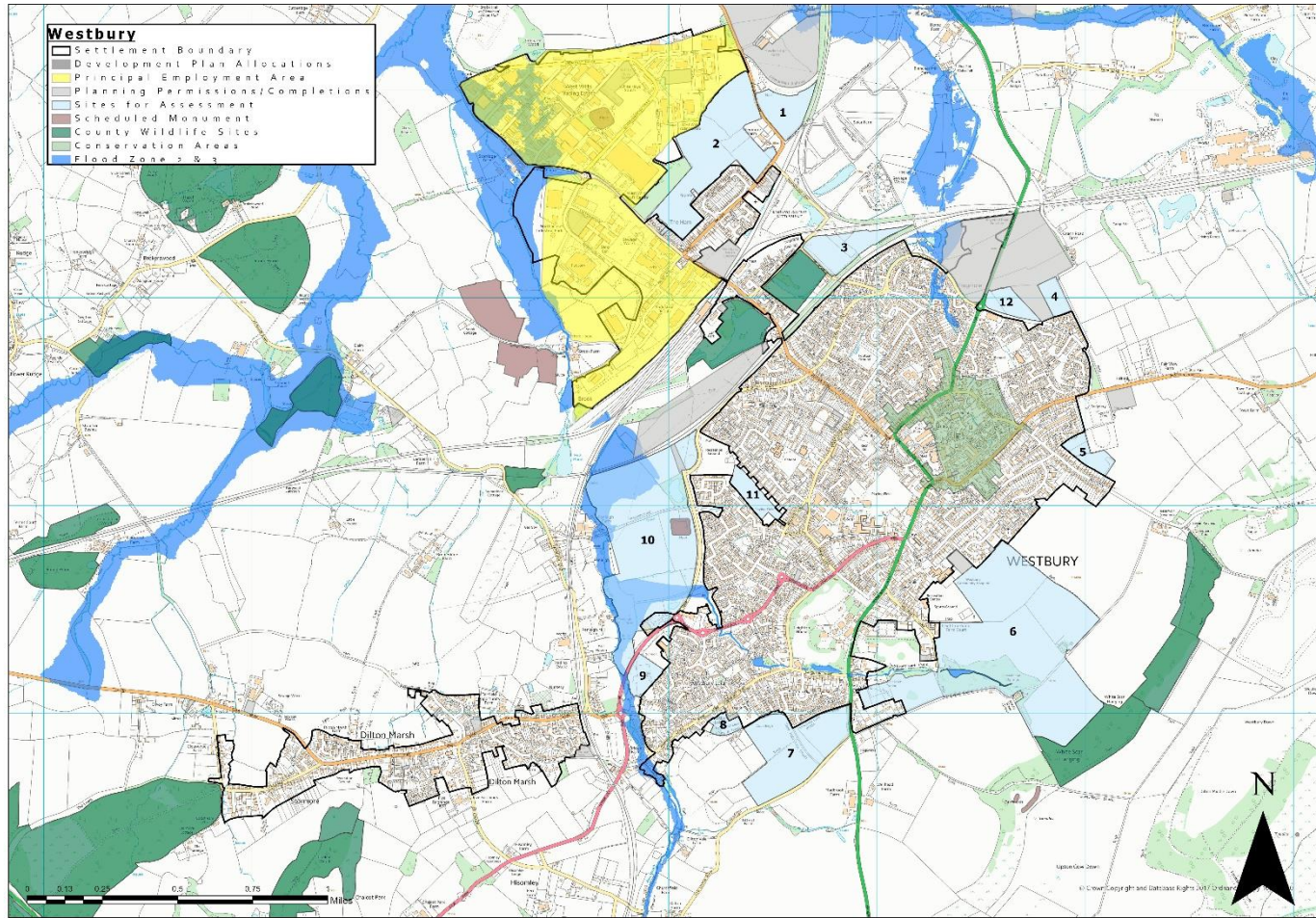


Figure 4 Map showing pool of potential development sites

Empowering Rural Communities

Supporting rural business, services and facilities

Introduction

1. Planning applications in the rural area¹ of the County are determined in accordance with the development plan². Currently this is primarily³ the Wiltshire Core Strategy and in, an increasing number of places, a neighbourhood plan provides greater local detail.
2. The Wiltshire Core Strategy (the current plan) is being reviewed (the Local Plan Review). This document looks at ways the Council's planning policies and proposals might be changed and invites views on those ideas.

Empowering rural communities

3. Planning controls protect the attractiveness of Wiltshire's open countryside. They prevent sporadic development and manage widespread speculative pressures for new buildings. There is a presumption against granting planning permission outside designated settlements⁴ in all but a limited range of circumstances. Nearly all circumstances revolve around meeting local needs; such as to provide affordable homes and for local jobs and services.
4. A particular effect of strict controls and constraining development is that they generally lower landowner expectations of their land's value. A lower land price can be an important component for schemes that can meet a local need. Planning controls leverage land for community facilities that might not otherwise be considered viable.
5. Too often however planning is seen as an obstacle. Gaining planning permission for schemes that benefit a local community can be perceived as too difficult and time consuming. This is because proposals need to be on land already identified in the development plan, and allocation can take years to achieve; or, when not in a plan, a planning application requires lengthy and involved justification to demonstrate that a scheme meets the purpose for which it is intended.
6. Whilst it is right there are these checks and controls to maintain the integrity of the planning system, communities working together need a clearer set of rules and requirements. The Local Plan Review is looking at ways it can empower and not

¹ The rural area of the county is used here to mean everywhere outside its main settlements: Chippenham, Trowbridge, Salisbury and all the smaller market towns, as defined in the Wiltshire Core Strategy.

² 'Unless material considerations indicate otherwise', in accordance with s38 Planning and Compulsory Purchase Act 2004.

³ Other parts of the development plan include the Chippenham Site Allocations Plan and Wiltshire Housing Site Allocations Plan.

⁴ Designated settlements are Principal Settlements, Market Towns, Local Service Centres and Large Villages as defined in the Wiltshire Core Strategy.

frustrate local initiatives and facilitate meeting needs whilst continuing to protect the countryside. The Council is suggesting a range of new measures and is inviting views.

Supporting rural business, services and facilities

7. Most services upon which communities rely are found in rural settlements. Large Villages and Local Service Centres are rural settlements designated in the current plan that contain services and facilities that also serve a much wider local catchment. They support many jobs and businesses as well as often providing local goods and services vital, of course, to those sections of the community unable to travel easily.
8. It is vital that planning supports the role of these settlements; that they grow in ways that sustain them. This means they should continue to accommodate new homes both on a scale that matches their size and importance and in ways that best meet each community's needs.
9. The role of the Local Plan Review is to set an appropriate scale of housing growth for Large Villages and Local Service Centres over the plan period (2016-2036). Experience has shown that some villages have been challenged by disproportionate growth, whilst others have seen relatively little in recent years. By setting out a scale of development, there will be certainty for local communities. Neighbourhood planning will be able to allocate the land they want to see built on rather than feel under threat from market pressure. The Council is suggesting those scales of housing growth and will finalise them responding to comments received.
10. Wherever possible, local communities should determine how their areas change. Neighbourhood Plans are the main vehicle for communities to allocate land for new housing development, but the Council also wants to try and ensure that new homes are built to match local needs as far as possible. This is not just about securing affordable dwellings but also about retaining a good range and mix of house types in the local stock. The Local Plan Review aims to set a framework that can support neighbourhood planning in doing so.

Empowering Rural Communities

Assessing local housing need

11. To understand local housing needs, individual communities are encouraged to carry out a Rural Housing Needs Survey to assess their needs for affordable housing. Questionnaire design and analysis can be carried out by the Council, while the local community administer the survey. A standard approach, with the flexibility to include bespoke local questions, allows trends to be detected and comparisons with other parts of Wiltshire.
12. An assessment of local housing needs is central to determining what scale of housing should be planned for over the plan period and the types of new homes that may be needed.
13. Currently, surveys can take some considerable time and resource to undertake. The process can be improved and speeded up by quickening the shift from paper to online responses. Online evidence gathering provides scope for a quicker turnaround of

analysis and less delay. Communities would be relieved of some of the burden involved and able to concentrate on progressing their plans.

14. The focus of evidence gathering may also extend to other areas of interest to the community. As well as affordable housing the Council will extend needs assessment to include market sectors such as homes for the elderly, entry level homes, key workers, sheltered accommodation or smaller dwellings.

Meeting Local Needs

15. The Council is proposing several means to simplify the planning process and better help local communities looking to meet local needs.
16. There are a number of potentially confusing means by which a community can deliver the homes it seeks. As well as the conventional market these can include Community Land Trusts (CLTs), Co-housing, Housing Co-operatives, Self and Custom Build, Self-help housing, and Tenant Management Organisations (TMOs), amongst others. Planning terms like affordable housing, its different forms, community led housing and exception sites can also be part of the complexity.

Market housing

17. The Council prefers sites for market housing to be identified by communities themselves through neighbourhood planning. These sites will be generally at Local Service Centres and at Large Villages. A proportion of the dwellings will be affordable homes. At present the amount varies. 40% of homes can be sought in some cases and 30% in others⁵. In some parts of the County affordable homes can only be sought through schemes of more than ten dwellings in others five.
18. The Council intends to simplify the situation by seeking 40% on all schemes of more than five dwellings⁶. To help support neighbourhood planning work the Council is preparing guidance on how to select the most appropriate sites for development and how to frame plan proposals to help ensure the community obtain the development it envisages.

QUESTIONS

Do you agree there should be a target of 40% affordable homes on all new schemes of more than five dwellings? What other approaches might there be?

Community led housing and affordable homes

19. Most communities do not imagine local housing needs solely in terms of affordable homes. Communities may wish to respond to needs identified for sheltered

⁵ Core Policy 43 of the Wiltshire Core Strategy, Wiltshire Council (2015)

⁶ A 40% target is subject to more detailed viability testing housing delivery. This figure matches assessed need. A five dwelling threshold currently applies to rural areas described under section 157(1) of the Housing Act 1985, which includes National Parks, Areas of Outstanding Natural Beauty and Designated Rural Areas. The Council is proposing to apply for this designation to extend to all qualifying rural areas of the county i.e. parish must have fewer than 3,000 people and population density must normally be two people or less per hectare.

accommodation, first homes or possibly key workers. The distinction in planning terms between affordable and market housing can sometimes be an obstacle.

20. The Council proposes to have just one policy and therefore one point of reference for assessing planning proposals to meet local housing needs at rural settlements (including Small Villages, Large Villages and Local Services). This will allow for both affordable housing and community led initiatives; the latter of which might include market dwellings, community buildings or other uses.

Amended Core Policy 44

Rural Exceptions Sites and Community Led Housing

Rural exceptions sites

At rural settlements, development proposals will be supported where their primary purpose is to provide affordable housing to meet local needs, provided:

- i. It has clear support from the local community through evidenced consultation.
- ii. The number, type, size and tenure of the affordable dwellings should reflect identified and genuine local needs as evidenced on the Homes4Wiltshire register and/or through a local housing needs survey
- iii. The proposal is within, adjoining or well related to the existing settlement without reliance on travel by private car
- iv. Environmental and landscape considerations will not be compromised
- v. The proposal consists of 20 dwellings or fewer and will be no greater than 5% of the size of the settlement
- vi. Its scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement
- vii. The affordable housing provided will always be available for defined local needs, both initially and on subsequent change of occupant.

Proposals which include plots for self and custom build affordable homes will be supported where they meet the above criteria.

Cross-subsidy/Market Housing

Rural exception sites must primarily be led by an affordable housing proposal. The inclusion of up to 25% open market housing will only be considered where it can be demonstrated that the site would be unviable as an exception site without cross-subsidy, and/or where it is proven essential to provide a balanced and sustainable community, with evidence of support from a Community Land Trust or other community representation.

For rural exceptions site and community led housing developments, the number, type and size of open market homes will reflect the proven needs, and will be integrated throughout the development so as to be indistinguishable from the affordable housing.

Community Led Housing

At rural settlements, proposals brought forward by a Community Land Trust will be supported, provided Criteria (i) - (vii) above are complied with. The inclusion of up to 50% open market housing will be considered for this type of Community Led Housing, where it can be demonstrated that it would meet an identified local need.

The Council will secure nomination rights to the affordable homes in line with its adopted Allocations Policy.

21. It is proposed to amend the current Core Policy 44 of the Wiltshire Core Strategy as set out above. The wording has been amended to focus on and clarify the essential requirements. It results from discussions with Parish Councils and other stakeholders. Views and comments are now invited more widely as part of this consultation.
22. The Council, in partnership with others, would also prepare guidance to illustrate how the policy requirements would be met by evidence and material either in support of a planning application or plan allocation.

QUESTIONS

Do you agree with the approach set out in the suggested policy? If not, why not? How could it be improved?

Community needs and dwelling size

23. The vitality of rural communities, like any other, relies on a variety of households of differing sizes and ages. Communities with a better mix provide greater resilience. They can provide informal support networks or by having a range of different needs, be it for schools, bus services or medical care, the future prospects for these services and facilities are improved.
24. There is a tendency for dwelling occupants to extend their homes and for replacement dwellings to be larger, in terms of number of bedrooms, than the homes they are replacing. Over time a village can lose the range of dwellings sizes that help to maintain a good social mix. It is difficult, once lost, to replace a supply of smaller dwellings and doing so may also involve building into the countryside.
25. It may be in the wider public interest to prevent such change continuing. The Council is considering ways in which this can be achieved by planning controls. Permitted development rights (automatic permission for house extensions) might be withdrawn on new small homes. Set against this, permitted development rights are enshrined in law and a compelling case is needed to withdraw them. The Council, however, is inviting views on whether it is right to identify this as an issue to address and if so by what means.

QUESTIONS

Do you think this approach is worth pursuing? What local evidence would be needed to justify applying restrictions like these?

Supporting Rural Business, Services and Facilities

The role of local service centres, large and small villages

26. The County's main rural settlements are designated as Local Service Centres, Large and Small Villages. Each community area's designated settlements are listed in the Wiltshire Core Strategy⁷. Together, to differing degrees, they are the location for services, business and facilities that serve a local community's vital needs and, in so doing, also serve an immediate catchment around them.
27. Core Policy 1 of the Wiltshire Core Strategy describes the role and function of Local Service Centres. They 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.
28. Local Service Centres are intended to 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. It is not proposed to change these designations.
29. Large Villages are defined as settlements with a more limited range of employment, services and facilities. Development will be limited to that needed to help meet their housing needs and improve employment opportunities, services and facilities. In response to consultation feedback, it is proposed to add Bulford and Durrington to those settlements already designated which enables these distinctive communities to plan for their own future⁸.
30. Small Villages have a low level of services and facilities, and few employment opportunities. Some modest development may be appropriate to respond to local needs and contribute to the vitality of rural communities but generally limited to infill. Scales of development are much less than large villages and should meet a local need. Schemes that are not small infill plots for market housing would be permitted in accordance with Core Policy 44 (see above)
31. The Council does not propose to change those settlements designated as Small Villages. It is proposed however for neighbourhood planning bodies to designate additional Small Villages, should they wish or, indeed, remove a designation that is no longer appropriate⁹.
32. The Local Plan Review intends to draw a distinction between local service centres and large villages, that each have a marked strategic role sustaining jobs, services and facilities, and small villages that do not. Small villages may accommodate small-scale

⁷ Core Policy 1 lists local service centres; large and small villages are listed in policies for each community area Core Policies 4 to 33.

⁸ Further explanation for this proposal is given in the Planning for Amesbury consultation document that accompanies this [\(link needed\)](#)

⁹ This would be carried out through the preparation of a neighbourhood plan. A basic condition required of plans is they are in general conformity with the Local Plan. The Local Plan might set out guidance to ensure Small Villages meet minimum criteria

development that responds to local needs and they therefore do not have such a wider role. This affects how the Local Plan approaches proposals for new housing in rural areas.

Proposals for new housing

33. The Local Plan Review should support the role of large villages and local service centres by limited development. The National Planning Policy Framework says:
- “Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.”¹⁰**
34. NPPF also says that:
- “...strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.”¹¹**
35. Many communities have taken up the opportunity to develop their own neighbourhood plans. The Local Plan must provide the number of additional homes each one must plan to accommodate.
36. An emerging spatial strategy proposes a distribution of growth over the plan period in terms of additional new homes and land for employment development. The focus for the bulk of growth will continue to be the County’s main settlements.
37. In rural areas, the Local Plan spatial strategy will set an appropriate more modest scale of growth overall and set out housing requirements for Local Service Centres and Large Villages.
38. These housing requirements may be met over the plan period by several means. By:
- Existing planning permissions and plan allocations that have not yet been implemented
 - New homes on sites within settlement boundaries¹²
 - Schemes permitted in accordance with Core Policy 44 (above)
 - Site allocations in plans
39. The general presumption against speculative housing proposals outside a settlement will apply¹³. Site allocations will generally be carried out by neighbourhood plans. Where this is not the case, it may be necessary for the Council to allocate sites. This may be achieved by a review of the Wiltshire Housing Site Allocations Plan.
40. Where there is or will be a neighbourhood plan this will be the housing requirement for the neighbourhood area designation. The requirement, by supporting the strategic role of these rural settlements, supports the overall strategy for the pattern and scale of development in the County.

¹⁰ Paragraph 78, NPPF, MHCLG (Feb 2019)

¹¹ Paragraph 65, NPPF, MHCLG (Feb 2019)

¹² Generally, these will be opportunities for small infill plots and conversions, but may also occasionally involve the re-use of larger brownfield sites.

¹³ See Core Policy 2 of the Wiltshire Core Strategy, Wiltshire Council (2015)

41. Neighbourhood plans will need to have regard to the requirements that apply. The plan's policies and proposals need to be in general conformity with the Local Plan. This is a basic condition required to be met by all neighbourhood plans. What new homes each community plans for will need to take account of evidence of local need and what opportunities exist. Requirements give an indication of the levels necessary to support the role of the settlement. Actual levels determined by each community may be less or more depending on local evidence.
42. Elsewhere in the countryside, including areas where neighbourhood designations do not include a Large Village or Local Service Centre, local communities will determine themselves, without a requirement, what housing proposals are appropriate for their area, so long as they are in general conformity with the Local Plan. A community may wish to bring forward a housing scheme without preparing a neighbourhood plan. In these circumstances a neighbourhood development order or planning application would be considered solely against policies contained in the Local Plan.

Calculating the requirement

43. Appendix One shows the Council's draft housing requirements for Local Service Centres and Large Villages over the plan period. It also explains how these figures have been arrived at. Planning policy seeks to ensure that housing in rural areas is constrained to preserve the countryside.
44. Historic delivery of homes in these areas has largely been through small-scale windfall planning permissions. Local Plan allocations have usually been focussed on the Local Service Centres but more recently the Wiltshire Housing Site Allocations Plan has also facilitated supply at some of the Large Villages.
45. The emerging Local Plan proposes that a significant proportion of the housing requirement for each of the housing market areas will continue to be met through local plan allocations at the main settlements (Principal Settlements and Market Towns). A more modest scale is proposed to support the role of rural settlements and to meet needs in the rural areas the 'rest of the HMA'¹⁴.

Housing Market Area	No. of homes at Main Settlements (2016 to 2036)			No. of homes in Rural Areas (2016 to 2036)	
	Principal Settlements	Market Towns	Local Service Centres	Large Villages	Elsewhere
Chippenham	9,225	8,370	100	1,435	1,265
Salisbury	5,240	3,190	1,070	880	190
Swindon	n/a	1,935 ¹⁵	530	540	10
Trowbridge	5,830	4,220	0	655	295

¹⁴ See the 'Emerging Strategy' Consultation Paper for a more detailed explanation

¹⁵ This doesn't include 435 homes at West of Swindon

46. The 'rest of the HMA' requirement has then been disaggregated to the Local Service Centres, Large Villages and Elsewhere in proportion to the past pattern of development¹⁶ This reflects each HMAs different geography and settlement pattern.
47. In keeping with their role and status in the settlement hierarchy, a Local Service Centre is expected to accommodate more growth than a Large Village. A further disaggregation of the housing requirement takes into account the size and population of the village and the extent that it is affected by constraints to development listed in the NPPF¹⁷. This ensures that the larger, least constrained settlements are allocated a proportionately greater share of the housing requirement than smaller, more constrained settlements.
48. Two exceptions have been made to reflect the unique circumstances for those settlements:
 - In recognition of its close proximity to Trowbridge and the limitations that this relationship with the Principal Settlement puts on the capacity of the village to grow, the housing requirement for Hilperton has therefore been set to match existing commitments.
 - The Large Village of Durrington has also been set to match the commitments to reflect the significant number of homes to be provided.
49. Existing commitments, in the form of allocations and planning permissions, have also been taken into account. It is also expected that a proportion of overall housing delivery will continue to come forward through small site and infill windfall development within the built-up area of Local Service Centres and Large Villages¹⁸. These two sources of supply reduce the amount of additional land that will need to be planned for at Local Service Centres and Large Villages.
50. Overall, housing requirements are an increase compared to the scales of growth in the current plan. This reflects increased need. Past rates of housing development have, however, already exceeded those envisaged in the current plan.
51. Several workshops with Parish Councils have informed the Council's approach. This consultation allows everyone to comment and housing requirements will be amended in response to responses received and further discussions with Parish Councils.

Delivering the requirement

52. It is suggested that housing requirements should be accommodated in accordance with the following policy:

¹⁶ Housing completions from 2006 to 2016

¹⁷ This full list of constraints taken into account is provides in the appendix to this paper

¹⁸ This source of supply, because the scale of growth is much smaller, can therefore be a main source of new homes and it is appropriate to make an allowance. This contrasts to main settlements where it is a small component of overall supply that is appropriate to see simply as providing flexibility, choice and some contingency.

Core Policy

Housing Requirements for Neighbourhood Area Designations in the Rural Area

Meeting the needs of Local Service Centres and Large Villages Housing, housing requirements for neighbourhood area designations will be met by:

- Existing planning permissions and plan allocations that have not yet been implemented
- Small sites within settlement boundaries
- Exception and Community-led Schemes accordance with Core Policy 44
- Site allocations in the development plan

The general presumption against housing proposals outside a settlement will apply in accordance with Core Policy 2.

Site allocations will generally be made in neighbourhood plans. Where this is not the case, it may be necessary for the Council to allocate sites. This may be achieved by a review of the Wiltshire Housing Site Allocations Plan.

53. A proportion of housing requirements are already met by homes completed or in the pipeline in terms of having planning permission or allocations in the development plan. Ongoing monitoring will need to consider whether these sites remain likely to be delivered within the plan period. For example, there may be obstacles to building on a plot of land that have only come to light since a plan was prepared.
54. Many additional homes in rural settlements have been built in small schemes, on infill plots and by the conversion of existing buildings. This will continue to be the case. Supply from this source has been quite consistent over the years but, by their nature as 'windfall' and because of their size, they are impossible to identify individually when preparing a plan. A proportion of the requirement, depending on local evidence such as past completions, will be met by these means and will not therefore need to be planned for by land allocation.
55. Once existing commitments and an allowance for small site completions have been deducted, communities may consider how they meet the remainder of the homes required. They should do so based on as good an understanding of local needs as possible. They are encouraged to carry out a local housing needs survey to inform their work.
56. An understanding of local housing needs will help to decide what should be pursued to meet local needs and may be accommodated as an exception to planning controls on greenfield land adjoining a settlements, usually as a community-led project and what should be identified as open market homes that might include an element of affordable dwellings.
57. What course to follow, and sometime in what balance, will vary from place to place depending upon local need, but also such other matters as what land is available and well-located for the purpose, as well as an appetite to take on the task. This is a matter for local decision by local communities.

58. A new or review of an existing neighbourhood plan can be a good way forward. The Council supports communities' neighbourhood planning and will provide further guidance on site allocation and other aspects to help them prepare or review their plans.

QUESTIONS

What do you think to the housing requirements for Local Service Centres and Large Villages? Should requirements be higher or lower? If so which ones and why?

The role of neighbourhood plans

59. Neighbourhood plans will need to have regard to the requirements that apply. The plan's policies and proposals need to be in general conformity with the Local Plan. This is a basic condition required to be met by all neighbourhood plans.
60. What new homes each community plans for will need to take account of evidence of local need and what opportunities exist. Requirements provide the level of new homes considered appropriate to support the role of the settlement. Actual levels determined by each community may exceptionally be less (where justified) or sometimes more depending upon local evidence.

New neighbourhood plans

61. Once the Local Plan Review has been formally adopted and a community then starts work on a new neighbourhood plan, each plan will need to show how their area expects to accommodate its housing requirements.
62. The Council provides support to communities preparing their plans. This includes guidance on how to select and allocate land for development.
63. Once a plan is complete ('made') and where it contains policies and allocations to meet its identified housing requirement, the area can gain additional protection against speculative housing proposals, should the Council fail to be able to demonstrate a sufficient supply of deliverable land for housing development¹⁹.

Existing neighbourhood plans

64. Just because a new Local Plan has been adopted does not mean in itself that a made neighbourhood plan will be out of date. Housing need is usually just one element of a community's vision and housing requirements one aspect.
65. No matter what the time horizon of their plan, communities may wish to review their plans so that they are in line with the Local Plan.
66. Communities should monitor the effectiveness of their existing neighbourhood plans. This may suggest areas of the plan that may need to be reviewed. Changes will be needed to keep each plan relevant and up to date and changes can be required by changing circumstance. One circumstance is the revised Local Plan.

¹⁹ See paragraph 14 of the NPPF, (MHCLG (Feb 2019)), for a fuller explanation

67. A review of a neighbourhood plan involves determining what sections of the plan, policies and proposals must be retained unchanged, and what other parts need changing. It also involves considering what new policies and proposals may be needed and what existing ones, having served their purpose, can be deleted.
68. Where a neighbourhood plan area has a housing requirement, each community should consider what proposals they might wish to introduce in order to meet it. A focussed review of an existing neighbourhood plan can extend protection against speculative development and allows the community to decide where development takes place. This gives greater certainty to everyone.
69. Neighbourhood plan areas, however, do not benefit from the additional protection against speculative development if their neighbourhood plans are more than two years old, as is prescribed in the National Planning Policy Framework.

DRAFT

Appendix One: Housing Requirements for Local Service Centres and Large Villages

Introduction

70. This appendix explains how we propose to establish housing requirements for neighbourhood plans in rural areas, in line with the National Planning Policy Framework, and explores how planning policies can continue to support development that meets the needs of local communities.
71. For the purpose of this paper rural areas are considered to be those that are located outside of Principal Settlements and Market Towns.

[Insert image of rural part of Wiltshire]

Housing Requirements for Local Service Centre and Large Villages

What does National Planning Policy and Guidance say?

72. The NPPF²⁰ now requires local planning authorities to include housing requirements in their Local Plans for every neighbourhood area designation within their plan area. Neighbourhood Plans must be in general conformity with the Local Plan and so these housing requirements will need to be incorporated into new neighbourhood plans that are being prepared or reviewed.
73. Where it is not possible for a local authority to provide a designated neighbourhood area with a housing requirement they should provide neighbourhood plan groups with an indicative requirement on request. This is very much an interim position and therefore subject to change as emerging local plans progress towards becoming finalised and adopted.
74. Planning Practice Guidance, published to accompany national planning policy, confirms that there is no set method for determining housing requirements for designated neighbourhood areas. However, it does say that “in setting requirements... plan-making authorities should consider the areas or assets of particular importance... which may restrict the scale, type or distribution of development.”²¹
75. The NPPF also says “*to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially*

²⁰ Specifically, February 2019 NPPF Paragraphs 65 and 66

²¹ PPG Paragraph: 101 [Reference ID: 41-101-20190509](#). A list of the assets of particular importance, as described in the NPPF has been provided in Appendix 1 to this paper.

where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.” In meeting this requirement, it will be important to strike an appropriate balance between the role of strategic policies set out in the Local Plan and policies in neighbourhood plans.

What does current Local Plan policy say?

76. The Wiltshire Core Strategy establishes housing requirements for the county and three defined housing market areas (East Wiltshire, North & West Wiltshire and South Wiltshire). Community areas, Principal Settlements, Market Towns and some Local Service Centres are each allocated indicative housing requirements, as are the ‘community area remainders’ which are, essentially, the rural parts of the community area outside of their main settlements.
77. Because the NPPF introduced this requirement after the adoption of the Wiltshire Core Strategy there are currently no policies setting out housing requirements for designated neighbourhood areas in Wiltshire.
78. The Local Plan Review must therefore first establish a method for providing designated neighbourhood areas with housing requirements which are presented in this paper as ‘indicative’ requirements for a rural settlement, rather than designated neighbourhood area, basis. The reason for this approach is explained in more detail below. Policies for Principal Settlements and Market Towns will address their neighbourhood plan housing requirements separately.

What you have told us?

79. As a first step towards the provision of neighbourhood plan housing requirements, initial baseline indicative housing requirements for neighbourhood plans with Local Service Centres and Large Villages were presented to representatives of town and parish councils (and neighbourhood plan groups) at workshops in Autumn 2019.
80. The indicative requirements were based on the size of settlements. The larger the settlement the higher the growth proposed; the assumptions being that larger settlements tend to have more facilities as well as a greater capacity for growth, for example, by having more extensive brownfield opportunities for development.
81. Using the highest figure of the range in the assessment of housing need and rolling forward the proportion of homes for the rural area contained in the current Local Plan strategy, each settlement was provided with its individual housing requirements proportionate to its size.
82. The baseline indicative neighbourhood plan housing requirements were calculated for rural settlements with defined limits of development, rather than for designated neighbourhood areas because:
 - It reflects the sustainable strategy for the rural areas in Wiltshire established in Wiltshire Core Strategy Core policies 1 and 2; and the role of Local Service Centres and Large Villages
 - It provides a clear framework for managed growth in rural areas to be delivered through neighbourhood plans, neighbourhood development orders or, where necessary, through site allocations in the local plan.

- It allows flexibility for designated neighbourhood areas where more than one parish work together to prepare a neighbourhood plan.
 - It ensures that those rural parishes that abut urban areas such as principal settlements and market towns, have their own clearly defined housing requirement for the settlement, or settlements, that lie at the heart of their neighbourhood area²²
 - It allows for infill development to continue to be delivered at Small Villages, in line with the Wiltshire Core Strategy, without having to meet a prescribed target²³
83. Attendees of the workshops were broadly supportive of the principles behind the approach. It was acknowledged at the time that the initial baseline figures did not, however, take into account significant constraints and therefore some of the indicative requirements may not be appropriate for settlements in constrained areas. Feedback from consultees confirmed that this was indeed the case, highlighting that the figures for Box and Colerne were too high given that they are located within Green Belt and an Area of Outstanding Natural Beauty. Others expressed concerns that the data used to determine the size of settlements actually showed the number of existing homes for the parishes. It was also recognised that for some parishes once the number of existing completions and commitments for new homes had been taken off that this would indicate that no further growth would be needed.
84. We were also told that, for the smaller rural settlements, there are concerns about one and two bed properties, often bungalows, being demolished and replaced by four or five bed houses. This effectively reduces the availability of smaller homes for first time buyers and those households in the community looking to down-size.
85. In response to this feedback, the method for determining the neighbourhood area housing requirements has been further reviewed and refined to take into account:
- The actual size of the settlement both geographically and number of dwellings²⁴;
 - The proximity of settlements to other nearby built up areas which have their own housing requirements such as Principal Settlements; and
 - The extent that the settlement and immediate surrounds are constrained by
 - Flood Zones 2 and 3
 - Green Belt
 - World Heritage Site
 - Areas of Outstanding Natural Beauty (AONBs)

²² For example, previous strategic developments on the edge of Trowbridge have fallen within the adjacent parishes of Hilperton and Staverton and these homes were counted against the Trowbridge housing requirement. The same principle will apply to the neighbourhood plan housing requirements. Homes built within the designated neighbourhood area but associated with Trowbridge will not be deducted from the neighbourhood plan housing requirements and vice versa.

²³ It is accepted that some infill homes will be delivered at Small Villages in line with the Wiltshire Core Strategy but that a housing requirement should not be prescribed for such areas because infill, by its very nature, is a form of windfall development.

²⁴ Local Land and Property Gazeteer address data has been used to ensure that the number of dwellings relate to the defined settlement rather than the parish.

- Habitat Sites²⁵
- Sites of Special Scientific Interest (SSSIs)
- Scheduled Monuments
- Ancient Woodland and Aged and Veteran Trees
- World Heritage Sites
- Local Green Space (designated in Neighbourhood Plans)
- Registered Parks and Gardens
- Registered Battlefields
- Conservation Areas
- Listed Buildings
- National Parks
- Other Heritage Assets²⁶

How does the approach work?

86. The calculation of the housing requirements are still presented for each settlement. The figures are now also presented on an annualised, as well as 20 year, basis to allow flexibility for neighbourhood plans to adopt plan periods that differ from the Local Plan.
87. A 100m buffer has now been added to each settlement boundary to ensure that their relationship with constraints in the immediate surrounds are also captured in case it is appropriate to consider greenfield sites adjacent to settlements for development when planning for growth. This does not, however, mean that development in these areas outside of the defined limits of development are automatically considered acceptable.
88. Various scenarios for growth across each of the four housing market areas have been assessed through the Local Plan Review. The scenarios explored the options for growth for the rural parts of the housing market areas as well as the Principal Settlements and Market Towns. The starting point for the calculations in this paper are derived from the emerging preferred scenario. These figures are shown in table 2.1.
89. The residual housing requirement for the rest of the housing market areas are also shown. These are, essentially, the expected level of windfall development (e.g. infill, rural exception sites, community led schemes) that could be met at Small Villages and other smaller settlements across the rural parts of each HMA..
90. **Table 2.1 Emerging Rural Housing Requirements (2016 to 2036)**

HMA	Alternative Development Strategy (max)	Total for LSCs in HMA	Total for Large Villages in HMA	Residual requirement for rest of HMA (Elsewhere)
Chippenham	2,840	100	1,435	1,265

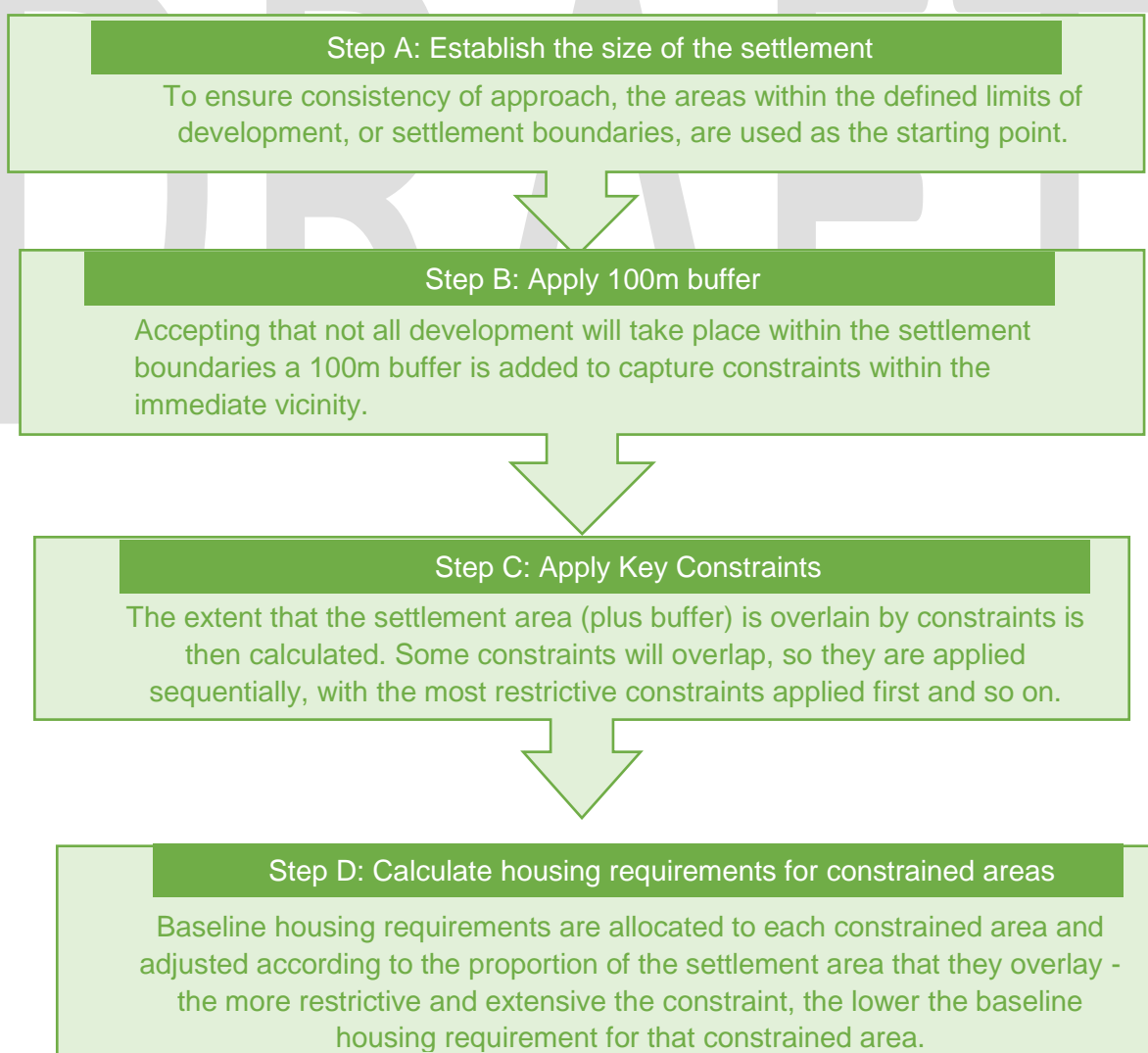
²⁵ European designated sites i.e. Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites.

²⁶ This applies to either designated or non-designated heritage assets. Currently no heritage assets have been included under this heading but suggestions on what this could include would be welcomed.

Salisbury	2,140	1,070	880	190
Swindon	1,080	530	540	10
Trowbridge	950	0	655	295

91. The purpose of the exercise is to disaggregate the housing requirement figures for Local Service Centres and Large Villages, in the second and third columns in table 2.1, to their constituent settlements, using a fair and equitable approach.
92. The method recognises that no two settlements are the same in terms of shape, size, density, or the extent that they are affected by constraints. It also takes into account that some constraints are more restrictive to housing development than others²⁷.
93. The method is essentially as follows²⁸:

Method Summary



²⁷ For example, land within flood zones 2 and 3 has a baseline housing requirement of zero in line with national policy that development should not take place in areas at risk of flooding, whereas some housing would be acceptable in an AONB.

Step E: Calculate housing requirements for unconstrained area
 The housing requirement for the remaining unconstrained area is distributed to each Large Village, based on the size of settlement and number of existing households.

Step F: Calculate housing requirements for each settlement
 The sum of the annualised housing requirements for the constrained and unconstrained areas is then calculated.

94. The constraints have been applied in order, with the most restrictive first, as detailed in the table below. For those constraints where housing should be avoided wherever possible, the housing requirements in these areas has been set to zero. For those less restrictive constraints, such as AONBs for example, a baseline annualised allowance has been applied to reflect the status of the settlements and that it is acceptable to deliver a limited number of homes in these areas.
95. In table 2.2 below, a baseline housing requirement of 1 has been applied for Large Villages in the AONB which equates to 20 homes for the average sized village in the same HMA (with no other constraints), over the course of the plan period. A baseline of 0.5, applied to Green Belt, would equate to 10 homes over the same 20 year period. A smaller than average village in the AONB would therefore receive a housing requirement of fewer than 20 homes. A larger than average village may receive a proportionately higher housing requirement.

Table 2.2 baseline annualised housing requirements for each constraint

Asset or Area of Particular Importance	Local Service Centre	Large Village
Settlement baseline value²⁹	5 dwelling per annum	1 dwelling per annum
Areas at risk of flooding (Zones 2 and 3)	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline

²⁹ To reflect position in settlement hierarchy

		annualised housing requirement = 0
Green Belt	No – there are no LSCs in or in proximity to Green Belt	Limited housing acceptable in exceptional circumstances. Baseline annualised housing requirement = 0
World Heritage Sites	No – there are no LSCs in or in proximity to World Heritage Sites	No – there are no Large Villages in or in proximity to World Heritage Sites
Scheduled Monuments	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0
Listed Buildings	Although enabling development can play a part in the restoration of Listed Buildings, the starting point is that no additional housing development is acceptable at these locations. A 15-metre buffer has been applied to each listed building to capture its immediate setting. Baseline annualised housing requirement = 0	Although enabling development can play a part in the restoration of Listed Buildings, the starting point is that no additional housing development is acceptable at these locations. A 15-metre buffer has been applied to each listed building to capture its immediate setting. Baseline annualised housing requirement = 0
Registered Parks and Gardens	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0
Registered Battlefields	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0
Conservation Areas	Yes – baseline annualised housing requirement = 1	Yes – baseline annualised housing requirement = 0.5
Ancient Woodland/ Ancient and Veteran Trees	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline

		annualised housing requirement = 0
Habitat sites (SACs, SPAs, Ramsar sites)	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0
SSSIs	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0	In accordance with NPPF housing is not acceptable in principle. Baseline annualised housing requirement = 0
National Parks (New Forest)	No – there are no LSCs in proximity to the National Park	Some housing generally of small scale is acceptable, in principle, at Large Villages within National Parks. Baseline annualised housing requirement = 1
AONBs	Some housing is acceptable, in principle, at LSCs within AONBs. Baseline annualised housing requirement = 3	Some housing generally of small scale is acceptable, in principle, at Large Villages within AONBs. Baseline annualised housing requirement = 1
Local Green Space	It is assumed that LGS is designated in neighbourhood plans in locations that local communities wish to protect from development. Baseline annualised housing requirement = 0	It is assumed that LGS is designated in neighbourhood plans in locations that local communities wish to protect from development. Baseline annualised housing requirement = 0
Other heritage assets	None identified to date.	None identified to date.

96. Digital mapping (GIS) has been used to calculate the areas affected by each constraint. These are then fed into a spreadsheet where the housing requirements are then calculated. The results are shown in tables 2.3 to 2.7. The tables show the indicative housing requirements and an annualised rate of house building. The final column shows how much of the housing requirement was already in the pipeline in March 2019 and which can be deducted from the amount of land that would need to be planned for. Since March 2019, at most settlements, there will be further planning permissions granted or pending that will reduce the remainder further.

Housing Requirements

Outputs for Local Service Centres

Table 2.3: Local Service Centre indicative housing requirements

HMA	Settlement	Baseline indicative housing requirement 2016-2036	Annualised baseline housing requirement in dwellings per annum	Completions (2016-19) & Commitments (1 April 2019)
Swindon	Cricklade	385	19.25	149
	Pewsey	145	7.25	111
Chippenham	Market Lavington	100	5.0	68
	Mere	300	15.0	156
Salisbury	Downton	235	11.75	127
	Tisbury	135	6.75	70
	Wilton	400	20.0	407

Outputs for Large Villages

Table 2.4: Chippenham HMA Large Village indicative housing requirements

Large Villages Chippenham HMA			
Settlement	Baseline indicative housing requirement 2016-2036 (2020)	Annualised baseline housing requirement in dwellings per annum (2020)	Completions (2016-19) & Commitments (1 April 2019)
Ashton Keynes	35	1.8	31
Atworth	80	4.0	0
Box	25	1.3	10
Bromham	80	4.0	13

Christian Malford	35	1.8	28
Colerne	40	2.0	5
Crudwell	40	2.0	37
Derry Hill/Studley	80	4.0	2
Great Somerford	35	1.8	36
Hullavington	80	4.0	79
Kington St Michael	40	2.0	9
Oaksey	35	1.8	15
Potterne	85	4.3	24
Rowde	70	3.5	13
Rudloe	250	12.5	250
Seend	30	1.5	2
Shaw/Whitley	95	4.8	6
Sherston	55	2.3	56
Sutton Benger	55	2.8	52
Urchfont	65	3.3	60

West Lavington/Littleton Pannell	50	2.5	14
Worton	40	2.0	1
Yatton Keynell	35	1.8	4

Table 2.5: Salisbury HMA Large Village indicative housing requirements

Large Villages Salisbury HMA			
Settlement	Baseline indicative housing requirement 2016-2036 (2020)	Annualised baseline housing requirement in dwellings per annum (2020)	Completions (2016-19) & Commitments (1 April 2019)
Alderbury	90	4.5	87
Broad Chalke	25	1.3	13
Bulford	20	1.0	0
Collingbourne Ducis	70	1.5	6
Coombe Bissett	25	1.3	6
Dinton	30	1.5	3
Durrington	85	4.3	84
Fovant	30	1.5	7
Great Wishford	25	1.3	0
Hindon	30	1.5	0
Ludwell	30	1.5	0
Morgan's Vale/Woodfalls	70	3.5	14
Netheravon	35	1.8	3
Pitton	25	1.3	1
Porton	75	3.8	74
Shrewton	70	3.5	15
The Winterbournes	35	1.8	20
Tilshead	25	1.3	3

Whiteparish	40	2.0	9
Winterslows/Middle Winterslow	85	4.3	27

Table 2.6: Swindon HMA Large Village indicative housing requirements

Large Villages Swindon HMA			
Settlement	Baseline indicative housing requirement 2016-2036 (2020)	Annualised baseline housing requirement in dwellings per annum (2020)	Completions (2016-19) & Commitments (1 April 2019)
Aldbourne	40	2.0	4
Baydon	30	1.5	4
Broad Hinton	25	1.3	1
Burbage	85	4.3	84
Great Bedwyn	30	1.5	8
Lyneham	80	4.0	51
Purton	140	7.0	140
Ramsbury	35	1.8	8
Shalbourne	25	1.3	1
Upavon	50	2.5	48

Table 2.7: Trowbridge HMA Large Village indicative housing requirements

Large Villages Trowbridge HMA			
Settlement	Baseline indicative housing requirement 2016-2036 (2020)	Annualised baseline housing requirement in dwellings per annum (2020)	Completions (2016-19) & Commitments (1 April 2019)
Bratton	40	2.0	40
Chapmanslade	45	2.3	43
Codford	30	1.5	10

Corsley	25	1.3	11
Dilton Marsh	85	4.3	14
Heytesbury	25	1.3	3
Hilperton	40	2.0	39
Holt	65	3.3	47
North Bradley	65	3.3	26
Semington	35	1.8	25
Southwick	85	4.3	8
Steeple Ashton	35	1.8	1
Sutton Veny	25	1.3	12
Westwood	30	1.5	3
Winsley	25	1.3	2

97. In some cases, homes built since 2016 and outstanding commitments will already have met the indicative requirements. These commitments will need to be monitored as the local plan review progresses as well as information from neighbourhood plan groups as they develop their own evidence bases. In these circumstances, the housing requirements reflect existing commitments. This does not mean, however, that the other Large Villages in the HMA should see a comparable reduction in their housing requirements. The requirements should not be seen as a ceiling to development. Where neighbourhood plan groups wish to deliver more homes in line with the Local Plan, they will be supported.

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Appendix 4

Wiltshire Local Plan Review

Addressing climate change and biodiversity net gain through the Local Plan - raising the ambition

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Executive Summary

Climate change and its effect on the World around us is widely considered as one of the biggest global issues we face today. Additionally, this year the World has been faced with enormous challenges associated with COVID-19, which has dramatically changed the way we live our lives. The response to COVID-19 has demonstrated the resilience of communities and the ability to take urgent action when needed.

In February 2019 Wiltshire Council acknowledged a climate emergency and agreed to seek to make the county of Wiltshire carbon neutral by 2030. Despite the difficulties faced this year, it is important not to lose sight of plans to tackle the ongoing threat of climate change. Indeed, the Council is currently preparing a number of strategies aimed at delivering synergistic step-changes towards tackling climate change. The review of the Wiltshire Core Strategy provides a real opportunity to introduce land-use policies to guide forecast growth in a manner that delivers sustainable development designed to tackle and adapt to and mitigate the effects of our changing climate.

The challenge Wiltshire faces can be viewed in terms of both mitigating and adapting to climate change. Mitigation is related to dramatically reducing the amount of carbon released in Wiltshire. This is largely related to emissions from cars and the energy used to heat and power homes and businesses. Adaption is associated with becoming more resilient against the impacts of climate change, allowing people to live their lives without being negatively affected by events such as flooding and heatwaves. Allied to these important themes is the need to reverse the growing ecological crisis through a programme of measures that include biodiversity net gain and placing green spaces at the heart of sustainable place shaping.

This paper outlines the challenge of climate change in a national and local context and describes how the preparation of the Wiltshire Local Plan can, in part, help address the issue. Following this, the paper reviews our existing planning policies to determine whether the current Wiltshire Core Strategy delivers enough to tackle climate change over the period up to 2026 and beyond. As climate change is such a complex and far reaching issue, five integrated policy themes have been identified to take forward for further scrutiny and development. Finally, consultation questions are posed to support the formulation of new planning policy, including the level of ambition consultees believe is achievable, viable and desired.

The Local Plan, in connection with other plans, for example the Local Transport Plan and the emerging Climate Strategy, can support sustainable development and greatly influence the way places change and grow. However, it is important to note that land-use planning alone cannot tackle climate change. It will take a combined effort from every individual, organisation and business across Wiltshire and beyond. There will also need to be a national effort with a change in behaviour and consumption habits, and nationwide policies to drive major changes, set by central Government.

Following this consultation, further work will be conducted on forming a more detailed policy response to climate change. Information gathered through the consultation will be of great value. It will help to shape how ambitious the Local Plan should be and will inform what is possible from a land-use planning perspective.

1. Setting the Scene

Defining 'Climate Change'

- 1.1 Robust scientific evidence suggests that the Earth's climate is changing due to an unnatural increase in greenhouse gasses (GHG) in the atmosphere since the industrial revolution. Through burning fossil fuels and changing land use, human activity has quickly become the leading cause of climate change.
- 1.2 Global temperature has increased by approximately 1°C since the late 19th Century. Most of the warming has been in more recent decades. The five warmest years on record have been since 2010¹. This rise in temperature is driving changes in the earth system which is leading to impacts such as changing weather patterns and rising sea levels.
- 1.3 As the Earth warms, it triggers other processes on the surface, oceans and atmosphere known as climate feedbacks. Positive feedbacks strengthen the warming further, whilst negative feedbacks weaken it. These processes can lead to tipping points, which are abrupt and irreversible changes in the Earth system. The threat of these tipping points must compel political and economic action on emissions².

A Global issue

- 1.4 The Intergovernmental Panel on Climate Change (IPCC)³ is the United Nations body for assessing the science related to climate change. Set up in 1988, the objective of the IPCC is to provide governments at all levels with scientific information that they can use to develop climate policies. The IPCC prepares comprehensive Assessment Reports about the knowledge of climate change, impacts and risks and options for reducing the rate at which climate change is happening. These reports are a key input into international climate change negotiations.
- 1.5 The United Nations Framework Convention on Climate Change (UNFCCC) has near universal membership and aims to prevent dangerous human interference with the climate system⁴. In 2005 the Kyoto Protocol⁵ committed parties to take action on their greenhouse gas emissions. It was legally binding and was aimed at reducing emissions to below that of 1990 levels. Different countries had different targets, with the main consensus being more of the burden was put upon industrialised countries. The success of the Kyoto Protocol has been contentious as although the 36 countries which ratified the agreement did succeed in the first commitment period (2008-2012), global emissions still rose.

¹ <https://climate.nasa.gov/evidence/>

² <https://www.nature.com/articles/d41586-019-03595-0#ref-CR1>

³ <https://www.ipcc.ch/>

⁴ <https://unfccc.int/>

⁵ <https://unfccc.int/process-and-meetings/the-kyoto-protocol/what-is-the-kyoto-protocol/kyoto-protocol-targets-for-the-first-commitment-period>

- 1.6 The second commitment period runs until 2020. In 2016 the Paris Agreement⁶ for the first time brought all nations into a common cause to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C. However, the Paris Agreement is not legally binding and as of November 2020, doesn't include the United States of America. Nevertheless, the UK ratified both the Kyoto Protocol and Paris Agreement and is therefore committed to adhering to these International targets.
- 1.7 Nationally, the Climate Change Act⁷ commits the UK to reach carbon neutrality by 2050. Councils are taking action to reduce their own carbon emissions and working with partners and local communities to tackle the impact of climate change on their local area. Indeed, Wiltshire Council, along with numerous local authorities have set more far reaching ambitions through their respective climate emergency declarations. Wiltshire Council has committed to becoming net carbon neutral by 2030 and is seeking to make the County carbon neutral by 2030. Achieving this will be challenging, but the new Local Plan will have a role to play.

2. What is the basis for the climate challenge and where are we currently?

Review of legislation and national policy

2.1 International

- Kyoto Protocol - an international agreement that aimed to reduce carbon dioxide (CO₂) emissions and the presence of greenhouse gases (GHG) in the atmosphere.
- Paris Agreement - central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C.

2.2 National

- National Planning Policy Framework (NPPF)/National Planning Practice Guidance (PPG) - sets out the key national planning priorities for England. When read together, these documents represent a material consideration in plan-making and development management decisions. The 2019 revised NPPF retains the key link between planning policy and the provisions of the Climate Change Act 2008.

⁶ <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

⁷ <http://www.legislation.gov.uk/ukpga/2008/27/contents>

- Climate Change Act 2008 - introduced a statutory target of reducing carbon dioxide emissions to at least 100% below 1990 levels by 2050, with interim targets, set through five-yearly carbon budgets.
- Planning and Compulsory Purchase Act 2004 – section 19(1A) requires local planning authorities to include in their Local Plans ‘**policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation, and adaption to, climate change**’.⁸
- Environment Bill 2019-2021 – although not yet part of UK legislature makes provision for targets, plans and policies for improving the natural environment.
- White Paper: Planning for the Future 2020 – a package of proposals to reform the planning system in England to streamline and modernise the planning process. Proposals 15, 17 and 18 are of relevance.

What is the challenge?

- 2.3 In Wiltshire, long-term meteorological predictions⁹ indicate hotter, drier summers and milder, wetter winters are expected. There will also likely be an increase in the magnitude and frequency of extreme weather events such as heatwaves, floods and droughts. This could have far reaching social, environmental and economic impacts and will require appropriate adaption and mitigation measures. According to the IPCC, adaption is an 'adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities' whilst mitigation is an intervention to reduce the emissions sources or enhance the sinks of greenhouse gases.

Declaration of a climate emergency in Wiltshire

- 2.4 In February 2019 Wiltshire Council declared a climate emergency and resolved to seek to make the county carbon neutral by 2030¹⁰. The term carbon neutral means to result in no net release of Carbon Dioxide into the atmosphere and should take into account schemes offset carbon production. This will likely be achieved through a combination of reducing carbon emissions through using energy more efficiently and moving towards greener forms of energy, as well as carbon offsetting techniques such as afforestation. There will need to be dramatic societal and economic shifts, which will be bought about by new or updated national legislation and policy which will guide and provide the evidence for these changes.
- 2.5 The challenge for the Council is both to plan for the effects of climate change alongside working towards achieving the net carbon ambition by 2030. Part of the answer to this is ensuring the Local Plan has robust, forward thinking policies in place which enable new development to adapt to and mitigate the effects of climate change. The Council’s Environment Select Committee established a Global Warming

⁸ [Section 182 of the Planning Act 2008](#) amended [section 19 of the Planning and Compulsory Purchase Act 2004](#)

⁹ Met Office UK

¹⁰ <http://www.wiltshire.gov.uk/green-economy-climate-emergency>

and Climate Emergency Scrutiny Task Group to make recommendations about how the Council may address this challenge for both plan making and more widely.

3. The role of land-use plans in tackling climate change

Local land use planning and climate change

- 3.1 It is considered that now is an important moment to influence the design of policies that in recent decades have potentially not gone far enough to adapt to and mitigate the acknowledged effects of climate change. The key objectives of the Climate Change Act, alongside local commitments to reach carbon neutrality are reflected in recently published Government proposals for reforming the planning system. As such, the legal and national planning policy frameworks will be key influencers of the form and content of policies within all Local Plans.
- 3.2 Planning for a future within a changing climate requires greater emphasis to be applied to place making and the achievement of sustainable communities. The NPPF states that ‘Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.’¹¹
- 3.3 The Town and Country Planning Association and Royal Town Planning Institute state ‘Plan-making and development management can fully support the transition to a low-carbon future in a changing climate. Overarching climate change objectives in local planning empower local communities to:
- Shape places to help secure radical cuts in greenhouse gas emissions (for example through efficient building design and changes to the way we travel).
 - Actively support and help to drive the delivery of renewable and low-carbon energy generation and grid infrastructure.
 - Shape places and secure new development to minimise vulnerability and provide resilience to impacts arising from climate change, in ways consistent with cutting greenhouse gas emissions (this includes adapting to impacts such as flooding and warmer temperatures).
 - Ensure that there are real opportunities to take positive action on climate change by encouraging community-led initiatives such as the promotion of decentralised renewable energy use or securing land for local food sourcing.
 - Increase sustainable transport use and local transport solutions.’¹²
- 3.4 There are of course limitations on how far land-use planning policies can go in terms of addressing climate change. Indeed, the greatest challenge lies in tackling the carbon footprint of the existing built environment as that will involve significant investment in adapting housing and businesses. In planning for the period up to 2036, the Council, through its Local Plan will need to meet legislative and national

¹¹ <https://www.gov.uk/guidance/national-planning-policy-framework/14-meeting-the-challenge-of-climate-change-flooding-and-coastal-change>

¹² <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=fd66dbe5-2b88-4acf-b927-256a82db9abe>

policy requirements. More houses, employment facilities, schools and critical infrastructure will need to be built to support the population of Wiltshire. The Council will have to ensure that the right policies are in place to facilitate this development whilst ensuring that the challenges presented by climate change and ecological decline are sustainably addressed.

Local political engagement

- 3.5 To inform the review of the Local Plan discussion has taken place with a climate change local plan focus group. This included representatives from both Cabinet and the Global Warming and Climate Emergency Scrutiny Task Group set up by Wiltshire Council's Environment Select Committee. During a focus group session, members were asked to express thoughts about how the issue of climate change could be tackled, and specifically the themes that could be explored in the Local Plan Review. Feedback from the focus group was themed around four key topics. The main points are summarised below.
- 3.6 Built environment
- Ensuring the construction and design of new building is sustainable and exploring routes to tackling the retrofitting of existing build stock
 - Making transport greener through improvements to infrastructure and investment in sustainable modes of transport
 - Introducing more renewable energy to support sustainable patterns of development and work with energy providers to deliver a transition from carbon-based homes and businesses
- 3.7 Natural Environment
- Protecting the natural environment, ecology and ecosystem services
 - Tackling and adapting to changing weather patterns and its impacts - particularly flooding and summer heating
 - Using land more effectively, principally a coordinated programme of afforestation and carbon capture
- 3.8 Both
- Building sustainable communities including – delivering energy efficient housing, sustainable transport options and improved infrastructure within communities to prevent the need to travel to access employment, services and facilities
 - Making sure homes and businesses are adaptable and resilient to impacts such as summer heating and flood risk
 - Working with energy companies, the development industry and local communities to target improvements in energy generation and resilience
- 3.9 People
- There needs to be greater engagement at a local level to raise the game in terms of tackling climate change
 - Policies governing the delivery of growth across Wiltshire need to change to ensure that new development is truly sustainable and resilient to the effects of climate change

- 3.10 Due to effects of COVID-19, the focus group has only met once. However, Global Warming and Climate Emergency Scrutiny Task Group has met regularly and a series of recommendations to Cabinet will be tabled once current COVID-19 restrictions are lifted. It is intended that the Task Group's recommendations in respect of land-use planning will be taken into consideration once published in due course. The draft recommendations can be viewed via this LINK.
- 3.11 The themes within the draft recommendations closely align with the themes developed following the review of the existing policies of the Wiltshire Core Strategy.

Learning from best practice

- 3.12 In order to tackle the complex issues that climate change presents, adaption and mitigation strategies must be woven into a number of planning policy areas and thereby serve as a form of 'golden thread' through the emerging Local Plan. Indeed, where possible, opportunities should be sought to use land-use planning policies to help align wider plans and programmes – e.g. the emerging Local Transport Plan.
- 3.13 The Town and Country Planning Association and Royal Town Planning Institute provides a guide¹³ which includes a section on local planning approaches to tackling climate change. This includes guidance and a comprehensive package of measures which create a pathway from setting objectives to evidence gathering and specific mitigation and adaption policies. It is clear from a review of recently adopted and emerging Local Plans that there are already a range of sound strategies for tackling climate change and biodiversity enhancement which could be adapted to help guide the preparation of land-use policies for Wiltshire. Indeed, through the current duty to cooperate network, the preparation of the Local Plan provides an opportunity to learn from and help influence policies of neighbouring local planning authorities, as well gather evidence to support measures to decarbonise new development at a strategic scale.

Establishing a carbon baseline and budget for Wiltshire

- 3.14 The first step in seeking to achieve Wiltshire Council's goal in reaching net carbon neutrality by 2030 is to identify a carbon baseline, and then to set a carbon budget, over a number of years to reduce the amount of carbon emitted across a range of sectors.
- 3.15 There are a number of ways in which other local authorities have identified a carbon baseline and set carbon budgets. One of the most popular methods employed to date has been through the use of the Government backed SCATTER tool.

¹³ <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=fd66dbe5-2b88-4acf-b927-256a82db9abe>

SCATTER

3.16 SCATTER stands for Setting City Area Targets and Trajectories for Emissions Reduction. It is a local authority emission capturing tool, built to help understand carbon emissions at a local authority scale, or urban area level. It has been developed to help create 'low-carbon local authorities'¹⁴. SCATTER provides the opportunity to standardise greenhouse gas reporting and align with international frameworks, such as setting targets in line with the Paris Agreement.

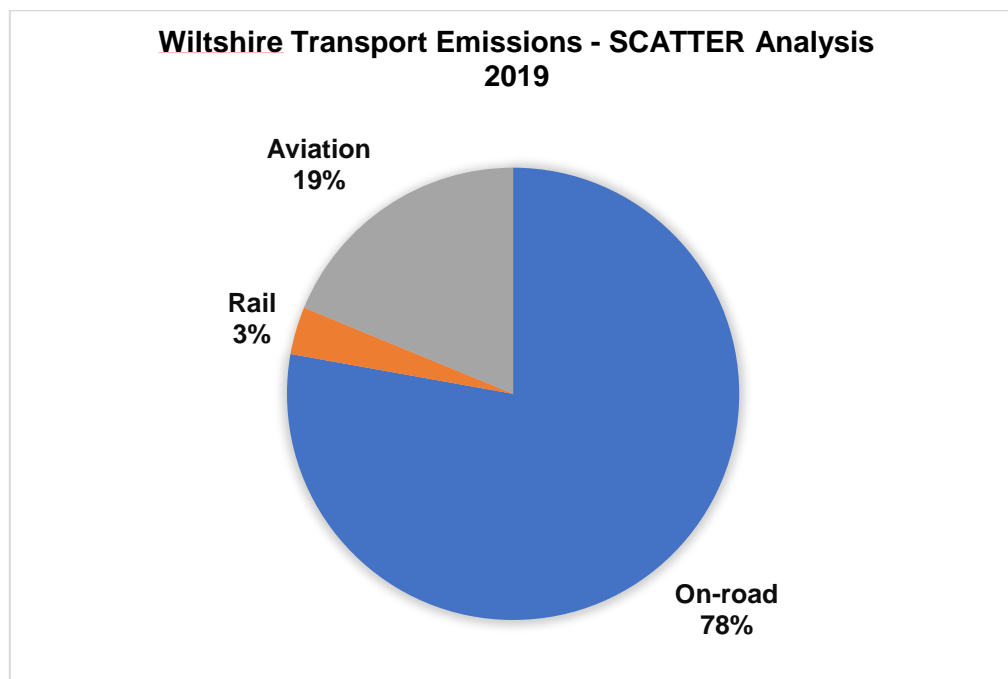
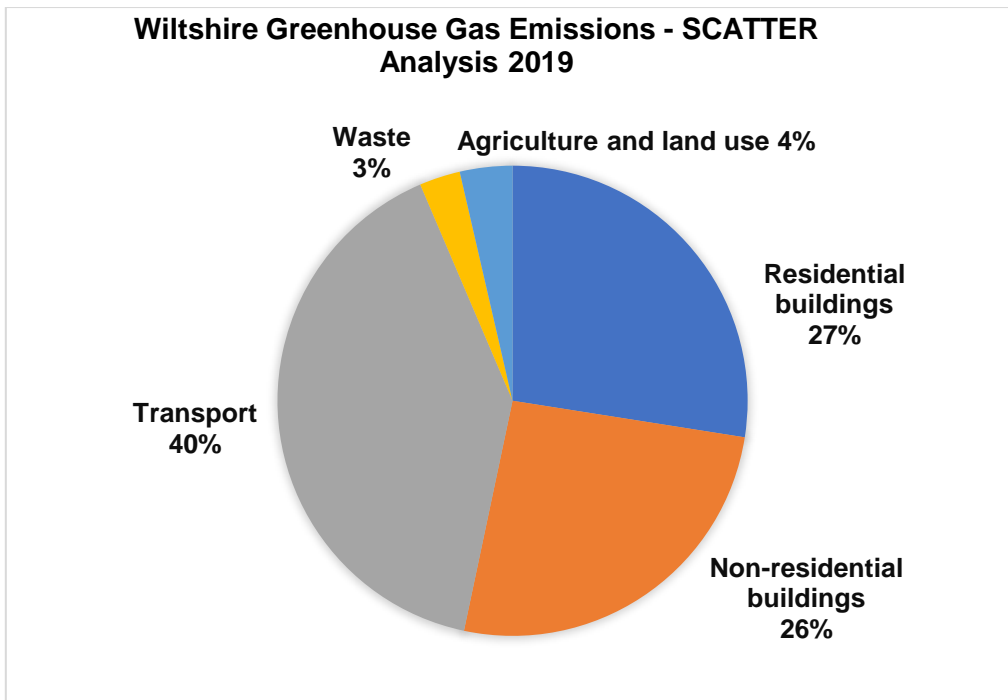
The SCATTER tool:

- Generates a greenhouse gas emissions inventory following the Global Protocol for City-wide Greenhouse Gas emissions for a local authority area
- Helps the understanding and development of a credible decarbonisation pathway in line with emissions reduction targets
- Provides outputs that can be used for engagement to create a collaborative carbon reduction approach for Local Authorities

3.17 It is important to note that SCATTER uses location-based production emissions rather than consumption-based emissions, which takes into account emissions created from goods and services that are consumed in the local area but produced elsewhere.

3.18 According to SCATTER data, the total level of emissions in Wiltshire is 3.465m tCO₂e per annum. Based on a population of 498,000 this gives emissions per head of 7 tCO₂e per annum. The following pie charts demonstrate the sources of emissions, which helps to direct where the focus for carbon reduction needs to be to dramatically cut the amount of carbon produced in Wiltshire.

¹⁴ <https://scattercities.com/>



3.19 It is clear from the SCATTER output data for Wiltshire that the biggest challenges we face in seeking to become carbon neutral by 2030 will be tackling unsustainable travel patterns/modes and making significant strides towards de-carbonising existing and future building stock. To achieve these goals, the Local Plan will need to influence the pattern and form of future development, support local communities to deliver renewable energy schemes, encourage investment in a green economy, as well as influence a shift towards sustainable modes of transport. But in a wider sense, the Local Plan will also need to provide support for actions set out within the

Council's emerging Climate Change Strategy to tackle the challenge of de-carbonising existing buildings wherever practicable.

Consultation Question A1:

Land-use policies need to be evidence based, realistic, viable and achievable. Is it reasonable to assume that the Local Plan can deliver outcomes that significantly reverse existing carbon emission trends before 2030?

Consultation Question A2:

What practical and achievable steps should the Local Plan take to significantly reduce carbon emissions by 2030?

Consultation Question A3:

How should these actions be delivered and measured?

4. Performance of existing Wiltshire planning policy and scope for change

Wiltshire Core Strategy

- 4.1 The NPPF anticipates that plans should 'be prepared with the objective of contributing to the achievement of sustainable development.' Part of achieving sustainable development is to 'mitigate and adapt to climate change, including moving to a low carbon economy'.
- 4.2 In the Wiltshire Core Strategy (WCS)¹⁵, climate change is reflected in the Spatial Vision (3.1) and as an objective of the WCS (3.5) and policy outcomes are expressed against this. It has been recognised that implementation of policies has not been helped by changes in national policy and legislation introduced through Written Ministerial Statements¹⁶.
- 4.3 A review of existing planning policies within the WCS that relate to the theme of climate change mitigation and adaptation has been undertaken. It outlines what the strategy seeks to achieve, discusses targets, effectiveness, thematic gaps and evidence, as well as commenting on general conformity with NPPF/PPG. This can be found in **Appendix 1**.
- 4.4 It is apparent from this review that the policies in the WCS will need to be adapted and improved to tackle the effects of climate change, meet more recent legislative requirements and assist in seeking to realise the Council's ambition for carbon

¹⁵ <https://www.wiltshire.gov.uk/planning-policy-core-strategy>

¹⁶ <https://www.gov.uk/government/speeches/planning-update-march-2015>

reduction by 2030. An adequate monitoring framework will also be important to ensure effectiveness of policy in the future.

- 4.5 The Council's emerging strategy papers highlight a number of key initiatives for tackling climate change including the need to ensure the distribution of new development delivers greater levels of self-containment and reductions in unsustainable travel patterns. Indeed, these important guiding principles are at the heart of the methodology for identifying site options and determining reasonable alternatives for further detailed assessments as the plan making process progresses.

Summary points to note from the review of the existing WCS policies related to climate change adaptation, resilience and mitigation are:

- Since the WCS adoption, there have been changes and addition of new legislation and technical guidance - e.g. withdrawal of the code for sustainable homes and amendments to Building Regulations;
- Although there are some policies relating directly to climate change (Core Policies 41 and 42), mitigation and adaption practices really need to be embedded throughout other policies; and
- Without a carbon baseline and time-series data on sector emissions, there is a lack of precise understanding about the challenge Wiltshire faces in terms of tackling climate change - to measure the effectiveness of the policies there needs to be a new monitoring programme in place.

Scope for change – how can local plan policies do more to address climate change?

- 4.5 A key element of the Wiltshire Core Strategy (WCS) review and preparation of the Local Plan will be assessing whether the current policies go far enough to tackle climate change. The intention is to review the current policies in themes, to understand the extent to which they contribute towards tackling climate change, and where the gaps are. This will support the scope for updating policy, developing new policies or whether a whole new climate change objective is required.
- 4.6 In line with the recommendations of the local plan focus group and draft recommendations of the Global Warming and Climate Emergency Scrutiny Task Group, five themes have been identified for closer investigation and evidence gathering. These thematic areas are considered at this stage of the plan making process to be fundamental in helping to tackle climate change and reversing biodiversity loss in Wiltshire. They are broad in ambit to ensure that establishing sustainable communities through the delivery of place shaping planning policies is undertaken holistically to provide synergistic solutions for adapting to and mitigating the effects of climate change. For example – planning for the management of water in new developments can provide opportunities to deliver drainage schemes, provide new habitats, help tackle urban heating issues and so on.

The identified themes are:

1. Tackling flood risk and promoting sustainable water management
2. Enhancing green/blue infrastructure and biodiversity
3. Delivering sustainable design and construction methods in the built environment
4. Encouraging sustainable renewable energy generation and management
5. Promoting sustainable transport, active travel and improving air quality

4.7 Initial analysis has been conducted to understand how the policies relating to these themes in the WCS compares to that of Local Plans which have been adopted more recently. Differences have been identified in order to establish gaps in the current WCS policy and improvements that could be made to keep the policy up to date with current good practice. The detailed analysis is presented in a series of policy review tables in **Appendix 1**. Some summary points from the analysis can be found below.

4.8 **Tackling flood risk and promoting sustainable water management**

- For this theme there is a limit to how varied each Local Plan would be as the policy response is largely guided by clear guidance in the NPPF and associated PPG, supported by the authority's Strategic Flood Risk Assessment and associated evidence.
- However, it is clear that as the effects of climate change become more prominent, it is important to plan well into the future, taking into account the predicted changes in rainfall and temperatures. Such factors will likely impact on the amount of land that can accommodate development safely.
- Wherever practicable, it is and will continue to be important to incorporate Sustainable Drainage Schemes (SuDS) within planned development schemes. Such schemes should be planned to accommodate all water emanating from hard standings and developed areas with capacity to achieve at least the greenfield runoff rate plus 20% betterment to ensure flood risk isn't increased or exacerbated elsewhere. SuDS should also be designed into developments to act as multifunctional spaces that manage water and also help deliver biodiversity and benefits for the local environment.
- There will also need to be a shift towards an increased focus on utilising and creating Green/Blue Infrastructure (GBI) for managing wider flood risk within catchments, this demonstrating the integrated nature of the themes identified for tackling climate change. Such work will be supported by the Council's emerging GBI strategy
- Under a 'no change scenario'¹⁷, although policy would inevitably guide development to follow the most up to date policies from the NPPF and Environment Agency, opportunities may be missed in terms of incorporating multi-functional GBI and SuDS schemes into development, or going above and beyond national guidance to protect existing homes and businesses from flooding.

4.9 **Enhancing green/blue infrastructure and biodiversity**

¹⁷ A no-change scenario would effectively mean rolling forward existing planning policy

- The objective to protect and create Green Infrastructure (GI) exists in the Wiltshire Core Strategy (Core Policy 52). However, the ambition to make significant enhancement of existing assets by proactively planning for the incorporation of GBI in new developments, or through waterway improvements was potentially an opportunity that hasn't been explored to its full potential. This is now being addressed through the Council's emerging GBI Strategy, which will be an important piece of evidence for the policies in the emerging Local Plan.
- The ability for GBI to act as a crucial aspect of natural flood resilience (e.g. SuDS, the creation of wet woodlands, flood plain restoration schemes, managed wetlands etc) and flood protection for homes and businesses appears to be an opportunity which the current policy doesn't mention and should now cover.
- There are numerous other benefits which GBI offers which could be further explored, which demonstrate the integrated nature of these policies, include carbon sequestration, air quality improvements, passive cooling, health and wellbeing and biodiversity enhancement.
- Under a 'no change scenario', although GI would still be encouraged, the wide-ranging benefits of GBI would not be fully appreciated. There is also a lack of explicit reference to blue infrastructure in the current policy. It is therefore recommended that the existing policy be reviewed to align with the emerging GBI Strategy, which ultimately will seek more, higher quality and better connected GBI.

4.10 Delivering sustainable design and construction methods in the built environment

- For this theme there are two policy areas which fall behind current ambition. Firstly, since the loss of the Code for Sustainable Homes (CfSH), there is a lack of design and efficiency standards to follow in order to direct new development towards a carbon neutral approach. Secondly, there is currently a lack of guidance towards retrofitting existing homes to become carbon zero. This latter point may well be covered in due course within the Council's emerging Climate Change Strategy.
- A number of sustainable design, construction and assessment codes do exist, and there is also an option of supporting a Wiltshire specific design code and assessment regime. This may be a matter for the emerging Climate Change Strategy to tackle as a single, unified toolkit for assessing the performance of buildings would support and help implement policies and proposals set out within the Local Plan.
- There are numerous construction methods in operation across the country – e.g. Modern Methods of Construction and Passivehaus. Such methods generally focus on the performance of construction materials to ensure that buildings are more energy efficient (the so called – fabric first model). However, without an agreed, clear direction set out in planning policy, problems with enforcement and objections on design grounds are possible.
- There is a need to ensure that developments are designed to reduce and reuse waste. Existing policies set out with the Council's current Minerals and Waste Development Plan Documents go some way towards implementing the national waste hierarchy, but more could be done to influence significant reductions in construction waste arisings and disposal choice.

- More could be done to support a green construction economy. With the growth in the use of recycled and prefabricated building materials, encouragement should be given to more innovative construction processes and the industries that support low to zero carbon developments.
- This theme is closely linked to the theme of energy as the way homes are heated and the way the energy is produced will need to change in order to meet zero carbon targets. This will be particularly important when planning for growth over the period up to 2036 as the Council is seeking to achieve net carbon neutrality by 2030. Achieving this will be challenging and will require a concerted effort from planners, developers and regulators to improve significantly the performance of new build, as well as retrofitting existing building stock.
- The introduction of electric vehicle (EV) charging points should also be tackled through land-use policies and aligned with the initiatives being developed to support the Council's Local Transport Plan, as well the encouragement of active and sustainable modes of transport.
- Under a 'no change scenario', although homes and buildings would still be encouraged to adapt to climate change and reduce energy demand, the current policy (Core Policy 41), if rolled forward, would not be enough to create a carbon zero, resilient house and building stock. It may also mean that existing homes and businesses will not be capable of adapting quickly to meet carbon reduction targets or tackle impacts such as over-heating.

4.11 Encouraging sustainable renewable energy generation and management

- As it stands, Core Policy 42 supports standalone renewable energy installations. However, there is a lack of guidance on maximising on-site renewables - e.g. implementing solar PV on roofs. Notwithstanding that point, the policy has, in part, been overtaken by more recent national planning policy advice, particularly in respect of wind energy generation. For this reason alone, the current policy needs to be reviewed.
- This theme is closely linked to sustainable design and construction as buildings will need to become more energy efficient, may need to support on site renewables and include infrastructure such as EV charging points.
- A gap in the Council's current evidence includes how the energy system will change in the future. An energy transition programme is expected as high carbon producing sources are replaced with cleaner energy and energy demand increases due to the phasing out of gas and the introduction of domestic electric heating and electric vehicles are increasingly phased in. It is unclear whether the current energy infrastructure will be able to cope with future demand. This highlights the importance of improving the energy efficiency of homes; and, for ongoing engagement with energy companies such as Scottish and Southern Energy Network to plan for grid reinforcement measures where needed.
- Evidence relating to the opportunities associated with community energy schemes is also lacking. This could be an important opportunity in providing clean energy without constraining the current grid infrastructure and may well be an area of policy that neighbourhood planning teams look to the Council to assist with.

- Under a 'no change scenario', there is little to support on-site or off-grid community energy schemes which could help to take pressure off the existing infrastructure, and thereby help Wiltshire in seeking to be carbon neutral by 2030. There is also little guidance currently on regulating and improving the energy efficiency within new and existing buildings. As things currently stand, it is assumed that current Building Regulations are to be relied upon to drive up energy efficiency. Moreover, it remains to be seen whether the Government's proposals for a New Homes Standard will be legislated, or whether new proposals, such as those set out in the recent Planning White Paper, will come into force.
- It is possible that the current policy wouldn't keep up with the inevitable change the energy market is likely to see, leaving developments potentially unviable as the existing infrastructure may well be incapable of meeting projected demand. Allied to this, without positive policy support for innovative renewable energy schemes, existing and future local communities may lack opportunity to provide any of their own energy.

4.12 Promoting sustainable transport, active travel and improving air quality

- As transport is the sector which emits the most carbon in Wiltshire, there will need to be a big change in travel patterns in order to significantly reduce carbon emissions. This can be tackled in a number of ways, including through aligning job creation with housing, reducing the need to travel by working more at home, supporting modal shift and use of greener vehicular technology.
- This theme aligns closely with the preparation of the Local Transport Plan and other Local Plan themes such as the GBI Strategy, sustainable energy generation/capture and the Council's review of its Air Quality Strategy.
- Due to on-going COVID-19 crisis, there has been a big shift this year to seeing many people working from home more, or fulltime and thus travelling less, alongside an increase in active travel as people have taken up walking and cycling to avoid using public transport. These 'enforced' and necessary changes to everyday life have demonstrated that society can adapt and hence encouragement should be given to initiatives to reduce the need to travel by increasing self-containment within Wiltshire's settlements, a theme explored in the Emerging Strategy Paper.
- Planning and supporting a move towards electric or hydrogen powered vehicles, including electric public transport and road haulage may be required, but this is likely to be tackled via non land-use planning means in the main. A gap in the Council's current evidence includes scoping the cost and feasibility of delivering such measures as EV charging points and the necessary infrastructure that would entail is needed to help determine development viability as well as supporting public/private sector investment in retrofitting such technology into existing building stock.
- In a 'no change scenario', the current policies of the Core Strategy direct development towards accessible and sustainable locations. However, the policies have not necessarily kept up with changing trends such as increased active travel and shift towards electric/hydrogen powered vehicles, which both need the infrastructure and facilities to develop sustainably. The Department for Transport's emerging Transport Decarbonisation Plan will play an important part in reviewing existing policies.

5. Challenges to be addressed through the Local Plan Review

- 5.1 In 2019, Wiltshire Council acknowledged a climate emergency. It agreed to seek to make itself, as an organisation, as well as make the County carbon neutral by 2030. Although reducing emissions is a crucial part in tackling climate change, it is also vital that plans are put in place to adapt to the impacts associated with climate change.
- 5.2 Mitigating and adapting to climate change, as well as arresting the decline in ecology are big challenges, heightened by the urgency within which plans need to be reviewed and adopted. The Local Plan will be an important part of the strategy to tackle climate change in Wiltshire, alongside the Council's emerging Climate Strategy, Local Transport Plan 4 and so on. A scope for change has been outlined in Chapter 4 including posing whether a new objective for climate change is needed, or whether it is an interdisciplinary topic which should be ingrained in numerous policies in the plan.

Developing draft land-use policies for tackling climate change and biodiversity decline

- 5.3 For each of the five themes evidence and ideas to be integrated into policy options have been developed for consultation building on analysis in this document. This information provides a starting point to what can be expected from policies and allows questions to be asked on the detail and ambition to be strived for.
- 5.4 At this stage of the process, it is too early to define or even outline specific policy wording. It is more pertinent to question what is possible at this stage. Therefore, each policy theme box is followed by consultation questions which enable wider contributions and discussion.

Policy Theme 1 – Tackling Flood Risk and Promoting Sustainable Water Management

- Development should be planned for with the future in mind, taking into account the changes in seasonal rainfall, which will impact upon areas that are currently thought of as developable.
- Development should be planned in accordance with the Wiltshire Strategic Flood Risk Assessment and latest Environment Agency flood risk information including the latest predictions for climate change.
- New built development should be located in Flood Zone 1 and should consider flood resilient design methods.
- Where technically feasible, all new development should incorporate Sustainable Drainage Systems (SuDS) to ensure water is positively managed extensively to achieve a greenfield runoff rate plus 20% betterment. Such measures should be designed to ensure flood risk isn't increased or exacerbated elsewhere.
- SuDS should be designed as multi-functional features within new development to maximise benefits including biodiversity, carbon capture, enhancing a sense of place, health and wellbeing (e.g. supporting micro-climates for tackling summer heating).

- Support schemes for retrofitting SuDS in existing developments where appropriate and technically feasible.
- All new development should be designed in a manner that limits the daily consumption and disposal of water.
- All new development should support the collection and re-use of rainwater and grey water.
- Where technically feasible, all areas of hardstanding in developments should be constructed using permeable materials to reduce surface water run-off.
- All new development should utilise and, where necessary create natural flood management measures – e.g. creation of wet woodland, building leaky dams, influencing arable farming methods.

Consultation Question B1:

If we are to successfully tackle flood risk and promote sustainable water management, would the measures set out above go far enough?

Policy Theme 2 – Enhancing Green/Blue Infrastructure (GBI) and biodiversity

- Development should be ambitious in enhancing and creating new GBI assets.
- This should largely be guided by Wiltshire’s emerging GBI Strategy, but all major development schemes should be supported by an audit of existing GBI that is used as a template for planning areas of built and natural form.
- GBI should be accessible for all and should be designed to incorporate the benefits, such as carbon sequestration, air quality improvements, passive cooling, health and wellbeing and biodiversity enhancement.
- All new development will provide a minimum of 10% net biodiversity gain on site, or off-site in accordance with measures to be set out in policy and the emerging GBI Strategy.
- All areas of biodiversity net gain should be protected and positively managed through a long-term (minimum 30 years) programme of maintenance.

Consultation Question B2:

If we are to successfully enhance our natural capital through place shaping and nature-based solutions, would the measures set out above go far enough?

Policy Theme 3 – Sustainable Design and Construction in the Built Environment

- All new development should be designed to achieve net zero carbon standards and seek to minimise embodied carbon and environmental impacts through the construction, occupation and modification phases. This effectively means that the zero carbon ‘rating’ of all new development should be achieved on-site through the

fabric of the buildings (energy efficiency), plot orientation, plus the incorporation of renewable energy generation.

- All new development should seek to reduce, recycle and reuse construction waste.
- A Council-wide strategy should be developed to support the evolution of a green construction industry that utilises sustainable, prefabricated materials and low to zero carbon energy solutions.
- The UK Green Building Council (UKGBC) has laid out a clear framework for the achievement of net zero carbon to follow on from the now defunct Code for Sustainable Homes and meet the requirements of the UK's national net zero carbon target. The Local Plan could set standards for all new built development to follow. Such standards would need to be clear, easily implemented and not put at risk the viability of development. These factors need to be explored more through the plan making process.
- New development schemes should be supported by a Sustainability Statement designed to demonstrate how the requirements set out above would be met. Existing standards (e.g. BREEAM) and reporting methodologies could be used in evidence.
- The introduction of Electric Vehicle (EV) charging points should also be tackled through land-use policies and aligned with the initiatives being developed to support the Council's Local Transport Plan, as well the encouragement of active and sustainable modes of transport.
- Where practicable, support should be given to decarbonising and modifying existing buildings. This may include replacing gas boiler systems with ground/air source heat pumps, improving thermal insulation, replacing windows, adding solar panels to the roof spaces of residential and commercial buildings.

Consultation Question B3:

If we are to successfully plan for a net zero carbon future through sustainable design and construction, would the measures set out above go far enough?

Consultation Question B4:

Is the move to a position where all new development is rated as zero carbon achievable from the date the Local Plan is adopted (i.e. from 2023)? How might this be achievable and if not, why not?

Consultation Question B5:

Would a move to support the delivery of zero carbon new development materially affect scheme viability?

Consultation Question B6:

In terms of performance standards for new buildings, what method(s) should the Council aim to implement?

For example, should we rely on current Building Regulations, or the Government's proposed 'New Homes Standards' (or any successor scheme, such as that promoted

through the Planning White Paper) to achieve an uplift in the performance of new buildings?

Consultation Question B7:

How should the Council support the retrofitting and modernisation of existing buildings to achieve higher performance and reduce carbon emissions?

Policy Theme 4 – Sustainable Energy Generation and Management

- Where practicable and achievable, all new development should incorporate systems for producing and potentially storing ultra-low or zero carbon energy. This could take the form of solar panels on all new residential and commercial roofs, 100% electric heating, cooling and energy systems in all new buildings powered by air or ground source heat pumps, or through off-grid solutions such as combined heating and power/combined cooling heating and power generation systems.
- A positive policy approach should be adopted to support all forms of decentralised, low carbon and renewable energy schemes. Where necessary, land for renewable energy generation and storage should be identified in the Local Plan and/or neighbourhood plans. All forms of renewable energy generation development must ensure that its environmental impacts (direct, indirect and cumulative) are, or can be made acceptable.
- Support should be given to map and utilise potential energy exchanges, for example buildings that produce significant amounts, or require significant amounts of energy working together to address energy output (usually heat) and consumption (usually heat and/or cooling).
- The Council, development industry and energy providers (Distribution Network Operators/Distribution Service Operators) should plan for growth in a collective manner to determine the need for and scale of investment to support grid resilience and address reinforcement issues.
- Support should be given to retrofitting and adapting existing buildings to accommodate ultra-low carbon or zero carbon forms of energy production. This will likely be challenging in Conservation Areas and on Listed Buildings, but there are ways to incorporate such measures as solar panels, secondary glazing and non-gas fuelled heating systems in a sympathetic manner.

Consultation Question B8:

If we are to make headway in terms of decarbonising energy production, consumption and emissions, would the measures outlined above go far enough? If not, what are we missing and how would additional measures be delivered?

Consultation Question B9:

Should the Council set out policies that favour particular technologies, or should it encourage all technologies to provide green energy in Wiltshire?

Consultation Question B10:

Should the Local Plan set targets for the production and use of renewable energy? If so, what might they be and how would they be measured?

Consultation Question B11:

What steps should be taken to retrofit existing buildings with ultra-low or zero carbon forms of energy production? In particular, how could such technology be incorporated into buildings within sensitive locations such as Conservation Areas and/or Listed Buildings?

Policy Theme 5 - Sustainable Transport and Air Quality

- As set out in the Emerging Strategy paper, the Council considers that increasing the level of self-containment within Wiltshire's settlements offers the best solution for tackling unsustainable, carbon-based travel patterns. To achieve this goal, the Local Plan will likely need to set out policies for reducing travel and the use of private carbon fuelled vehicles, and increasing modal shift to public and active transport, and the take up of electric/hydrogen fuelled vehicles allied to a green energy network of charging/refuelling points.
- Wiltshire has designated a number of Air Quality Management Areas. Existing policies and strategies are effectively monitoring, managing and improving air quality in these areas.
Tackling air quality will be a significant step towards addressing the effects of climate change and loss of biodiversity. The Local Plan will likely need to set policies that control emission of harmful gases as well as particulate matter (e.g. PM2.5 and PM10).

Consultation Question B12:

If we are to tackle issues associated with air quality would the measures set out above go far enough and be effective in improving air quality in Wiltshire? If not, what measures are we missing and how should they be framed in land-use planning policy?

Consultation Question B13:

What practical policy steps should the Local Plan take to significantly increase modal shift to public and active transport, and speed up the transition to greener fuelled vehicles? *For example, how could the Council use planning policy to accelerate the roll-out of electric vehicle charging points in existing building stock? What challenges might impact policy implementation? How might these be overcome?*

Consultation Question B14:

The electricity grid system may not be able to cope with a rapid take-up of electric vehicles and the charging infrastructure needed to power them? What measures should the Council explore with Distribution Network Operators/Distribution Service Operators to resolve this?

Consultation Question B15:

If all new development is to be future proof promote zero carbon living in energy production and consumption terms, what impact would this have on the design and viability of schemes?

6. Next steps

- 6.1 The next steps will include gathering further evidence required to support new or updated policies. Some of this evidence is already be available and communication across departments will be crucial in gathering all available information.
- 6.2 The forthcoming consultation in January 2021 will be important in understanding the thoughts of various stakeholders and could give more insight into what policies will be most practicable in achieving carbon neutrality. Therefore, the outcomes from the consultation will be taken into account and utilised to help develop policies for the Local Plan that materially improve climate change resilience through adaptation and mitigation measures.

Climate Change Policy Analysis – WCS Policies (a) and other exemplar Local Plans Policies (b)

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence <i>(Monitoring targets drawn from the Core Strategy Monitoring Framework)</i>	General conformity with NPPF/PPG
Strategic Objective 2: addressing climate change	<p>Self-containment and reducing the need to travel:</p> <ul style="list-style-type: none"> Deliver a sustainable pattern of development, focussed at Principal Settlements and Market Towns. <p>Reducing fuel poverty:</p> <ul style="list-style-type: none"> Maximising the supply of energy and heat from renewable sources. <p>Sustainable construction:</p> <ul style="list-style-type: none"> Ensure new development incorporates sustainable building practices and, where possible, adapt existing building stock. <p>Climate change adaptation:</p> <ul style="list-style-type: none"> New buildings (residential /commercial) to incorporate high energy efficiency standards. New buildings to incorporate climate change adaptation measures. 	<p>Comments:</p> <p>The objective remains laudable but needs to be reviewed to address the current legislative/national policy position – e.g. deletion of the Code for Sustainable Homes; change in Building Regs.</p> <p>The objective could usefully be amended to provide greater support for green enterprise and retrofitting existing building stock.</p> <p>Current monitoring target(s): 40-45% of new housing completions in Principal Settlements, 40-45% of new housing completions in Market Towns, 10-20% elsewhere.</p> <p>Effectiveness: Data required potentially from our Land Use Monitoring System (LUMS) to assess/judge effectiveness more fully.</p> <p>Gaps: Lack of clarity on certain themes – e.g. links between sustainable waste management,</p>	<p>Section 14 of NPPF, paras 148-169</p> <p>Para 148: The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.</p> <p>Para 149: Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
	<p>Waste:</p> <ul style="list-style-type: none"> New development to be supported by sustainable waste management. 	<p>energy generation, combined heating/cooling/power.</p> <p>Evidence:</p> <ul style="list-style-type: none"> Data required on energy efficiency of new builds and existing building stock, including take-up of Building Regs standards. Data required on developments served by renewable energy/combined Heating Cooling and Power. Data required on the potential for renewable energy generation including the feasibility/viability of: Solar PV arrays, ground source heat pumps and micro-energy generation. The current objective doesn't bind us to a specific carbon neutrality target. SFRA Level 1 – <u>completed</u> and includes an assessment of cumulative effects. This evidence will be critical in assessing options for new site allocations. We will need to consider climate change adaptation measures in new build, as guided by the climate change allowances set out in the SFRA. 	<p>provision for the possible future relocation of vulnerable development and infrastructure.</p> <p>Para 150: New development should be planned for in ways that: (a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and (b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the government's policy for national technical standards.</p> <p>Para 151: To help increase the use and supply of renewable and low carbon energy and heat, plans should: (a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			<p>(including cumulative landscape and visual impacts);</p> <p>(b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and</p> <p>(c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p> <p>Paras 153 and 154 set out requirements for planning applications in respect of encouraging decentralisation of energy supply, efficient use of land and high-quality design.</p> <p>The current objective addresses the main thrust of national policy in terms of:</p> <ul style="list-style-type: none"> • Directing major development towards higher order settlements; • Aiming to reduce out-commuting and unsustainable travel patterns; • Supporting sustainable construction in new build and adaptation of existing building stock. • Supporting the maximisation of renewable energy generation.

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			<ul style="list-style-type: none"> Supporting design in new build that adapts to climate change. <p>However, the objective and the policies that flow directly from it, do not go as far as the Framework. For example: setting out a positive strategy for energy through identifying locations for renewable energy generation.</p> <p>The objective needs to address planning and flood risk as well as adaptation.</p>
CP 41 Sustainable construction and low-carbon energy	<p>The policy seeks to achieve a step-change in energy efficiency within new buildings and the maximisation of renewable/low carbon energy.</p> <p>The policy is broken down into 4 sections covering:</p> <p>Climate change adaptation:</p> <ul style="list-style-type: none"> Design measures to reduce energy demand. Maximising opportunities to take advantage of natural light and heat, as well passive ventilation to address cooling in the summer. <p>Sustainable construction:</p>	<p>Comments: Whilst the objectives and anticipated outcomes from this policy generally conform with national policy, we do not have data to judge effectiveness.</p> <p>In reviewing the policy, the main issues will be:</p> <ul style="list-style-type: none"> Potential need to set out a clear strategy to achieve carbon neutrality by 2030. The deletion of the CfSH and no replacement legislation setting out measures to achieve carbon neutrality, or indeed define what Wiltshire Council is aiming to achieve in this regard (see Notice of Motion and declaration of a climate emergency). 	<p>Section 14 of the NPPF, paras 148-154</p> <p>Whilst the objectives at the heart of the Policy resonate with national policy, sustainable construction practice has moved away from such measures as the CfSH. Whilst we can set local 'standards', we would need a robust evidence base to work from.</p> <p>At this stage, we do not have such evidence for residential development, but some in respect of commercial development linked with BREEAM standards. The current M3 system (and any new system) may well provide data on permissions granted where compliance with local standards was a conditional requirement. We need to work with Development Management and Building Control on this point</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence <i>(Monitoring targets drawn from the Core Strategy Monitoring Framework)</i>	General conformity with NPPF/PPG
	<ul style="list-style-type: none"> New homes to achieve CfSH Level 4 (in full). Conversions of property to residential use to achieve BREEAM Homes “Very Good” standards. All commercial development to achieve BREEAM “Very Good”, rising to “Excellent” from 2019. <p>Existing buildings:</p> <ul style="list-style-type: none"> Encouraging retrofitting measures to improve energy performance in existing buildings by: <ul style="list-style-type: none"> Reducing energy consumption through energy efficiency; Using renewable or low carbon energy from a local/district source; Using micro-energy generation. <p>Renewable and low-carbon energy:</p> <ul style="list-style-type: none"> All proposals for “major development” to be supported by a Sustainable Energy Strategy. 	<ul style="list-style-type: none"> Addressing retrofitting of climate change adaptation measures in existing buildings. Tackling energy demands and supply – the need to diversify and decentralise the energy market. The need to consider cooling within decentralised energy solutions (Combined Heat/Cooling and Power – CHCP). The potential need to set out locations for energy generation, particularly wind technology. The need to set standards that reflect the Government’s technical standards, building regulations and potentially beyond. <p>Current monitoring target(s): 100% of new build to meet targets set by policy. % new development meeting Code 3 of the code for Sustainable Homes from Core Strategy adoption (2015) to 2013, Level 4 to 2016 and Level 5 from 2016 onwards and or/ ‘excellent’ BREEAM.</p> <p>Effectiveness: Significant gap in evidence. Also, due to the Government’s ‘deletion’ of the CfSH and</p>	<p>Compliance with Building Regulations (BR) remains. Parts G (water efficiency) and L (energy efficiency) are therefore relevant in this regard and we should investigate whether we have data on BR compliance through discussions with Development Management and Building Control teams.</p> <p>Whilst the primary objectives of Core Policy 41 remain relevant and broadly in line with national policy, they do not go far enough in terms of accelerating the delivery of higher energy and water efficiency performance standards in new buildings.</p> <p>Whether through a policy review, or a link to the Council’s Climate Strategy, more emphasis could usefully be applied to supporting retrofitting of existing buildings and economic investment in green/sustainable building technologies.</p> <p>Working with the development industry and the Council’s own building company (Stone Circle), evidence will be needed to understand the costs of delivering zero-carbon buildings. This will assist in the viability assessment that will be needed to support the Local Plan preparation process.</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
		<p>'insertion' of optional technical standards/space standards/updates to Parts G and L of Building Regs we could investigate options for establishing a consolidated 'standard' for Wiltshire.</p> <p>Gaps: As above.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Carbon Budgets for the period up to 2036. • Climate Change Act, 2008 (as amended). • Building Regs/Building for Life 12. • Data required to cover the energy demand across Wiltshire and supply side decentralisation potential – i.e. what solutions are out there and how feasible would they be for Wiltshire (wind, solar, hydroelectric, geothermal, landfill gas/energy from waste treatment?) • Data required on the costs of moving towards a decentralised + micro-energy generation future in new buildings. • Data required on retrofitting energy generation solutions to existing building stock. 	
CP 42 – Standalone	The policy seeks to encourage proposals for low-carbon, standalone	Comments:	Section 14 of the NPPF, paras 148-154

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
renewable energy installations	energy generation facilities. Schemes would need to be supported by a landscape character assessment and pay due regard to locational constraints such as biodiversity.	<p>Again, the primary objective of this policy remains relevant and conforms with national planning policy. However, as written, the policy wording appears to set out where it would not necessarily be appropriate to bring forward stand-alone renewable energy installations.</p> <p>Considering the Council Motion and the legal imperative to address climate change, the policy could usefully be reviewed to provide a more positive strategy for tackling sustainable energy generation through decentralising the existing supply chain.</p> <p>Current monitoring target(s):</p> <ul style="list-style-type: none"> • Increase the amount of renewable energy capacity in Wiltshire in Mega Watts (MW). • MW Renewable energy capacity installed by type. <p>Effectiveness: Planning applications for solar PV arrays on farms were prevalent during the era of feed-in tariffs. Since the changes to feed-in tariffs, the incentive to erect solar PV has diminished markedly.</p>	<p>The policy broadly conforms with national policy (paras 151-154), but it stops short of identifying opportunities to identify areas for renewable and low-carbon energy sources.</p> <p>The evidence prepared for the WCS looked at the potential for wind energy generation across the County, but this wasn't taken forward. Following the adoption of the WCS, a Written Ministerial Statement in March 2015 altered national planning policy, particularly in respect of the consideration of wind energy schemes and the need to set out allocations in a development plan for such technology.</p> <p>The evidence also looked at the potential for Combined Heat and Power (CHP) and underpinned the 'Trowbridge Low-Carbon, Renewable Energy Network' proposal set out in CP30. Since adopting this policy, the opportunity to deliver a local energy network based upon County Hall has not been taken further. If such a scheme remains an aspiration, further evidence gathering would be needed, linked to the Council's aspirations for the redevelopment of its East Wing campus.</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
		<p>Currently, there are very few low-carbon energy/decentralised energy solutions in the County and yet more could potentially be done with water, waste et al.</p> <p>Gaps: Monitoring the delivery of renewable energy facilities and installed capacity has been limited to date.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Local Energy Strategy (produced for the LEP) • Data required to cover the potential market for decentralised energy generation and Combined Heating Cooling and Power. Is there scope to develop local energy markets (ESCOs) within major development sites? • Data required on the feasibility/viability of pursuing decentralised, low-carbon energy solutions across Wiltshire (looking at energy potential from all sources and scales). 	
CP 52 – Green infrastructure	This policy seeks to maximise the retention and enhancement of Wiltshire’s green infrastructure network.	<p>Comments: The objective of protecting and enhancing the green infrastructure network across Wiltshire resonates with national planning policy. However, the policy is set within the context</p>	<p>Section 14, paragraphs 149 and 157 Section 15, paragraphs 170 and 174</p> <p>The policy is in general conformity with national policy but could be usefully be amended to</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
	<p>To achieve this aim, the policy sets out 5 criteria covering <i>inter alia</i>: retention/enhancement of green infrastructure; open space standards; long-term management measures; contributions towards the delivery of on/off-site infrastructure.</p> <p>Proposals for major development will be expected to provide an audit of existing green infrastructure within and around the site, along with a statement setting out how this will be retained and enhanced.</p>	<p>of legacy policies in respect of open space standards. This needs to be rationalised and is being tackled through the Open Spaces Study and the Green and Blue Infrastructure Strategy.</p> <p>These two evidence documents will be critical in maximising the benefits that green/blue infrastructure can bring to place shaping in terms of helping to tackle climate change and reverse biodiversity loss</p> <p>Current monitoring target(s):</p> <ul style="list-style-type: none"> • Deliver key green infrastructure projects Increase quantity and quality of green infrastructure. • Progress against outputs and targets set within the Wiltshire GI Strategy. <p>Effectiveness: Whilst the policy appears to be successful, more could be done to ensure that the Local Plan addresses legal requirements and the Council's declaration of a climate emergency in Wiltshire.</p>	<p>maximise the benefits that blue infrastructure also brings to place shaping within local communities.</p>

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		<p>Gaps: Potentially significant gaps in our monitoring of policy effectiveness. That said, recent measures designed to control phosphates and nitrates entering the River Avon demonstrate the Council's commitment towards achieving improvements to water quality within what is a significant European designation.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • An audit of open space provision is being addressed through the Open Spaces Study. • A revised open space standard for Wiltshire needs to be set. • A Green and Blue Infrastructure (GBI) Strategy is being progressed and this will assist in developing place shaping policies for the Local Plan. • Identified GBI projects will need to be costed and built into our viability assessment. 	
CP 53 – Wiltshire's canals	This policy seeks to safeguard the historic routes of Wiltshire's canal network with a view to their long-term re-establishment as navigable routes.	<p>Comments:</p> <p>Current monitoring target(s):</p> <ul style="list-style-type: none"> • Prevent inappropriate development. • Restoration of waterways 	The policy generally accords with national policy insofar as canal restoration could lead to improvements in green infrastructure, biodiversity, cycling/walking routes, the local economy.

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		<ul style="list-style-type: none"> • Improve facilities. • Number of applications permitted contrary to policy. • Length of completed waterway in metres. <p>Effectiveness: Whilst a scheme for the restoration of Melksham Link (Wilts and Berks Canal) has been submitted, no permission has been granted in the last eight years.</p> <p>No evidence to suggest that the historic route of canals through Wiltshire have been compromised.</p> <p>Gaps: As worded, the policy seeks to safeguard historic routes, but it does not express how a planning application for an off-line canal building project would be considered.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Feasibility/viability of canal restoration. 	<p>However, without a clear mechanism for supporting the delivery of canal restoration, it is not clear that the policy will be effective if carried forward as worded.</p>
CP 55 – Air quality	<p>The policy seeks to ensure that new development does not exacerbate areas of poor air quality.</p> <p>The policy is intended to be read in conjunction with the Council's Air</p>	<p>Comments: Improving air quality by reducing NO₂ and particulate matter emissions (PM₁₀ and below) remains a corporate priority. Reversing exceedances, particularly in AQMAs, will</p>	<p>The policy is broadly consistent with national policy but could be more specific and linked to target outcomes, particularly within defined Air Quality Management Areas (AQMAs).</p>

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	<p>Quality Action Plan/Air Quality Strategy. Indeed, the policy anticipates that mitigation measures will make a positive contribution towards the aims of these documents.</p> <p>The policy seeks to reduce exceedances of nitrogen dioxide (NO₂) and particulate matter emissions – principally PM_{2.5} and PM₁₀.</p>	<p>enable us to meet EU and national targets. However, more could be done.</p> <p>Current monitoring target(s):</p> <ul style="list-style-type: none"> No applications permitted contrary to the advice of Wiltshire Council on the grounds of air pollution that cannot be mitigated. <p>Effectiveness: Evidence suggests that in overall terms, air quality across Wiltshire is generally good. That said, air quality remains an issue in a number of towns, including those like Westbury where an Air Quality Management Area (AQMA) has been designated.</p> <p>There are a number of different measures of air quality, but in certain areas and for certain emissions, the situation is improving as a result of implementing the Air Quality Strategy. In other areas, the position is reversed.</p> <p>Gaps: Emissions to air from vehicles and/or businesses generally fall into the categories outlined in supporting text. However, there is increasing evidence that particulate matter</p>	<p>Also need to ensure that we do not repeat the aims of other policies – e.g. encouraging modal shift; encouraging increased cycling/walking; design in the public realm.</p>

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		<p>emissions below PM₁₀ are leading to health risks.</p> <p>We have legislative requirements to meet, including <u>2008 Ambient Air Quality Directive</u> as well as <u>national targets</u> monitored by Defra.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Baseline evidence needed in respect of NO₂ and all particulate matter emissions at PM₁₀ and below (PM_{2.5}). • Modelling data needed to examine the effect of growth scenarios. 	
<p>CP 57 Ensuring high quality design and place shaping</p>	<p>The policy focuses on design matters. It incorporates a range of criteria designed to improve the character and quality of the built environment.</p> <p>The policy also cross-refers to other policies of the WCS, including CP 41 (Sustainable construction and low carbon energy), CP 61 (Transport and new development) and CP 66 (Strategic transport network).</p> <p>The supporting text to the policy refers to the preparation of a Supplementary Planning Document</p>	<p>Comments: Achieving high-quality design remains a key tenet of national planning policy and hence will need to feature in the new Local Plan.</p> <p>The current policy wording covers a lot of ground, much of which remains relevant in the context of the new Local Plan. However, it would make sense to present a policy that sets out criteria to address carbon neutrality in the built environment. In this regard, a single policy, at the heart of the strategy, linked to the revised climate change objective and therefore tied to the Council's climate change goals would make sense.</p>	<p>Section 12, paragraphs 124-132 Planning White Paper – consultation August 2020</p> <p>The Framework is clear that the “creation of high-quality buildings and places is fundamental to what the planning and development process should achieve”. It follows that high-quality design goes to the heart of sustainable development and should be a key consideration in plan making and development management.</p> <p>Plans should set out a clear vision and expectations in respect of design so that applicants have as much certainty as possible.</p>

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	(SPD) to provide guidance on who to use the policy. Whilst a draft SPD has been prepared, it hasn't been adopted.	<p>Current monitoring targets:</p> <ul style="list-style-type: none"> • Increase proportion of new development scoring highly using the Building for Life Assessment. • % of new developments scored as 'Good' or Very Good' using the Building for Life Assessment. <p>Effectiveness: As per many other policies of the WCS, a lack of monitoring since adoption has created a void in our evidence base. Any new monitoring framework will likely need to be linked with data sources held by other departments – e.g. building control, development management and public protection.</p> <p>Gaps: A lack of monitoring evidence means it is difficult to assess how effective the existing policy has been in improving the efficiency of new buildings. This will need to be addressed if we are to set a series of new standards.</p> <p>In terms of gaps, the primary issue appears to be related to how we use design to help address the Council's declaration of a climate</p>	<p>Design policies should be developed with the local community to ensure they reflect local context and aspirations.</p> <p>All in all, CP 57 generally accords with the policies of the Framework. However, more could be done to deliver a more integrated policy approach to all aspect of design, including moving towards carbon neutrality.</p> <p>In addition, as the proposed SPD has not been finalised/adopted, there is an opportunity to review its contents to set the vision and expectations that national planning policy anticipates. In addition, the SPD could expand on the theme of achieving carbon neutrality in new buildings, setting/complying with standards (e.g. <u>Building for Life</u>), micro-energy generation, heating/cooling/power and the value of open spaces/green infrastructure.</p> <p>New guidance in September 2019 – National Design Guide which forms part of the planning practice guidance (PPG) followed by new National Model Design Code in 2020. Councils that have not produced their own local design guides will be allowed to defer to the government's new National Design Guide and the</p>

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		<p>emergency. We will need to define the scope of any measures to be employed to achieve carbon neutrality.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Evidence of new development achieving building regulations standards (energy/water efficiency). • Evidence of new development achieving Building for Life standards. • Evidence of new development delivering opportunities for active travel. • Evidence of new development incorporating micro-energy generation (solar PV, ground/air source heat pumps etc). 	<p>impending National Model Design Code when considering whether development proposals meet design policy set out in the NPPF.</p> <p>MHCLG has published (2 October 2019) a consultation creating its new Future Homes Standard (<i>The Future Homes Standard 2019: Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings</i>) via changes to building regulations and seeking views on whether to scrap a proposed block on councils setting energy efficiency standards for new homes in their local plans at levels higher than existing building regulations.</p> <p>To date, the Government have not commented on the consultation, or issued final guidance. This may be due to the fact that they have also recently consulted on changes to the planning system through the Planning White Paper.</p> <p>A new green standard for all new build homes that seeks to significantly reduce carbon emissions is proposed to come - e.g. polluting fossil fuel heating systems such as gas boilers banned from new homes by 2025 and replaced with the latest generation of clean technology.</p>

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			<p>And requiring carbon emissions are cut by up to 80% from 2025 for all new homes</p> <p>New national design code is intended to be introduced that will ensure developers build beautiful, well designed homes that people are proud to live in every single local authority across the country will be expected to produce their own design guide which reflects their unique setting, character and history, while meeting the expected national standard.</p> <p>In addition, a Government-backed National Model Design Code will be published in the New Year.</p>
CP 60 Sustainable transport	<p>The policy seeks to:</p> <ul style="list-style-type: none"> plan for developments to be located in accessible locations; reduce the need to travel by promoting active travel alternatives and improving the public transport network; promote demand management measures on the highway network; and 	<p>Comments:</p> <p>The aim of the policy is two-fold:</p> <ol style="list-style-type: none"> To ensure development is located in sustainable locations with good accessibility potential; and To influence travel patterns by reducing the need to travel and encouraging modal shift. <p>In these regards the policy remains broadly in conformity with national planning policy.</p> <p>Current monitoring targets:</p>	<p>Section 9, paragraphs 102-111 Section 12, paragraphs 124, 127 (f)</p> <p>The policy remains in broad conformity with national planning policy. That said, the Framework goes further than the existing policy in several ways – e.g. the prioritisation of pedestrian/cycling in all new developments.</p> <p>The Department for Transport’s emerging Transport Decarbonisation Plan will play an important part in reviewing both Local Plan transport policies and LTP4.</p>

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	<ul style="list-style-type: none"> influence the routeing of freight within and through the county. 	<ul style="list-style-type: none"> Road traffic growth for cars same or lower than the National Transport Model (NTM) 2009 forecast for rural areas throughout the plan period. Increased cycling and pedestrian counts. Increased bus patronage (number of journeys) over the 2010/11 figure. <p>Effectiveness: The policy has not been monitored consistently and hence effectiveness is difficult to assess.</p> <p>Evidence:</p> <ul style="list-style-type: none"> Length of new cycleway/footway created through new development. (Since the introduction of this indicator, local cordon counts have ceased to be supported). Engagement with bus operators on possible pricing strategies/extensions to the network. (Local collection of operator data is still being undertaken). Level of road traffic growth for cars (using the National Transport Model). Cycling and pedestrian counts. BV102 Bus patronage. 	<p>The hierarchy of transport users set out in CP 61 could be linked to a reviewed design policy (CP 57).</p>

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		<p>The Sustainable Transport Team would wish to see new indicators developed to support planning policy that would include: Indicator X: Growth in countywide vehicle-km [using non trunk roads]. Context: National road traffic growth provides a basis upon which to develop a model linked to car type/ownership (e.g. electric vehicle uptake compared with current carbon-based fuel systems). Comment: Benchmarked against National Transport Model (NTM) with local adjustment to reflect Wiltshire's circumstances. Monitored: Yes, via the Department for Transport - local authority traffic estimates.</p>	
CP 61 Transport and development	<p>The policy builds upon CP 60 by seeking reductions in the use of private cars; and encouraging the use of sustainable transport.</p> <p>The policy goes on to seek a prioritisation of transport users within any new development proposals.</p>	<p>Comments: CP60 deals with the bigger picture and CP61 deals with new development issues such as a user hierarchy, transport assessments and travel plans.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> • 100% compliance with policy. <p>Effectiveness: Policy has not been monitored rigorously and hence it is not clear on its effectiveness in</p>	<p>Section 9, paragraphs 102-111 Section 12, paragraphs 124, 127 (f)</p> <p>As per CP 60, the principles set out in CP 61 conform with national planning policy.</p> <p>The Department for Transport's emerging Transport Decarbonisation Plan will play an important part in reviewing both Local Plan transport policies and LTP4.</p>

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		<p>securing modal shift or a prioritisation of transport users within the design of new developments.</p> <p>Gaps: The ability of the Council to effectively monitor and enforce travel plans.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Transport Assessments / Statements. • Travel Plans (but limited given gaps – see above). 	<p>New development schemes should, by design, incorporate measures to support the user hierarchy and in doing so, reduce dependency on car-based travel.</p> <p>The use of transport assessments and travel plans is still encouraged/required by the policies of the Framework and Local Transport Plan. Any reviewed policy/policies should seek to maintain support for the use of such tools.</p>
CP 62 Development impacts on the transport network	<p>The policy seeks to ensure developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.</p> <p>And that 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.</p>	<p>Comments: The policy remains broadly in conformity with national planning policy.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> • Road traffic growth for cars to be the same or lower than the National Transport Model (NTM) 2009 forecast for rural areas throughout the plan period. This modelling work was updated by the DfT in 2018, with a new base date of 2015. • Increase in total distance travelled by cycling, walking and bus to be the same or greater than the NTM forecast for rural areas. 	<p>Section 9, paragraphs 102 and 109.</p> <p>The principles set out in CP 62 conform with national planning policy para 102 (a): the potential impacts of development on transport networks can be addressed.</p> <p>Para 109: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p> <p>This represents a high bar to achieve and hence the reason why it is often difficult to refuse</p>

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		<p>Effectiveness: The policy has not been monitored consistently and hence effectiveness is difficult to assess.</p> <p>Gaps: N/A</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Level of road traffic growth for cars (using the NTM). • Traffic estimates, and local traffic flow data. • The Council has a consistent dataset from Transport Assessments dating back to 2008 (subject to data processing). • Total distance travelled by mode for cycling, walking and bus (using the NTM). • Percentage of new residential development within 30 minutes public transport time of a GP, hospital, school, employment and a major health centre. 	development schemes on highway safety grounds alone.
CP 63 Transport strategies	Packages of integrated transport measures will be identified in Chippenham, Trowbridge and	<p>Comments: The policy remains broadly in conformity with national planning policy.</p>	Section 9, paragraphs 102-111 Section 12, paragraphs 124, 127 (f)

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	<p>Salisbury to help facilitate sustainable development growth.</p> <p>Other urban and rural areas may also develop strategies. All strategies to have full regard for potential impacts upon the Natura 2000 network when assessing potential transport options.</p> <p>The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives.</p> <p>Each of the packages will consider the implementation of the following:</p> <ol style="list-style-type: none"> New and improved networks of routes for pedestrians and cyclists Enhanced public transport services and facilities Traffic management measures Demand management measures Selective road improvements Interchange enhancements that are safe and accessible by all Smarter choices measures. <p>These will be supported and implemented through developer</p>	<p>Links through to the Wiltshire Community Plan objective to provide a safer and more integrated transport system with a shift to sustainable transport.</p> <p>Could look at reviewing the list of package measures i-vii against para 110 of NPPF.</p> <p>Query the specific wording referencing Natura 2000 sites, as covered in other WCS policies.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> Implementation of packages in Chippenham, Devizes, Trowbridge and Salisbury within the plan period. <p>Effectiveness: The policy has not been monitored and hence effectiveness is difficult to assess.</p> <p>Gaps: Fully funded implementation plans. Comprehensive monitoring regime.</p> <p>Evidence:</p> <ul style="list-style-type: none"> Transport studies/strategies developed for Chippenham, Devizes, Salisbury and Trowbridge. 	<p>Para 103: 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.</p> <p>Para 110: Within this context, applications for development should:</p> <ol style="list-style-type: none"> give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and

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	contributions, LTP funding and joint working with partners and others.	<ul style="list-style-type: none"> Limited historic and ongoing monitoring data. 	<p>attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p> <p>The principles set out in policy conform with national planning policy.</p> <p>New development schemes should, by design, incorporate packages of integrated transport measures and measures to reduce dependency on car-based travel.</p> <p>The use of transport assessments and travel plans is still encouraged/required by the policies of the Framework and Local Transport Plan. Any reviewed policy/policies should seek to maintain support for the use of such tools.</p>
CP 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. There is a focus on car parking management,	<p>Comments: The policy remains broadly in conformity with national planning policy.</p> <p>It would be appropriate now to more fully reflect the decarbonisation agenda in this</p>	<p>Section 9, paragraphs 102-111 Section 12, paragraphs 124, 127 (f)</p> <p>The broad principles set out in current policy wording are laudable but need to be reviewed in the light of paragraphs 105 and 106 of the</p>

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	traffic management measures, charging measures and smarter choices measures.	<p>policy to encourage and support the use of low/zero emission vehicles and sustainable modes (NPPF para 110 (e)).</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> • Increase percentage of completed non-residential development complying with car parking standards. <p>Effectiveness: The policy has not been monitored consistently and hence effectiveness is difficult to assess.</p> <p>Gaps: Comprehensive parking data.</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Parking studies/reviews. • Traffic management scheme studies. • National/Sub-regional comparisons, best practice, etc. 	<p>Framework to ensure consistency with national policy.</p> <p>New development schemes should, by design, incorporate packages of integrated transport measures and measures to reduce dependency on car-based travel.</p> <p>The use of transport assessments and travel plans is still encouraged/required by the policies of the Framework (para 111) and Local Transport Plan. Any reviewed policy/policies should seek to maintain support for the use of such tools.</p> <p>It is clear that the effectiveness of existing policy measures is difficult due to a lack of effective monitoring and consistent data. Any updating of policy will need to be aligned with the review of the Local Transport Plan and a common set of measurable monitoring indicators.</p>
CP 65 Movement of goods	The council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks.	<p>Comments: The policy remains broadly in conformity with national planning policy. The NPPF does not specify modes of transport for goods and one could question the validity of the water</p>	<p>Section 9, paragraphs 102-104, 107</p> <p>Links to para 204 (e): Safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and</p>

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	It seeks to encourage rail or water transport for freight wherever practical, support for rail freight terminals, suitable overnight lorry parking close to the network and use of the advisory freight network.	<p>network in Wiltshire for goods movement and the evidence this is based upon.</p> <p>Links to the Wiltshire Local Transport Plan 2011- 2026 Freight Strategy. This document will be reviewed as part of the development of LTP4.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> • Increase proportion of HGVs using the Advisory Freight Network compared with A and B roads in general. <p>Effectiveness: The policy has not been monitored consistently and hence effectiveness is difficult to assess.</p> <p>Gaps: Comprehensive freight data (e.g. HGV origins/destinations).</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Freight Assessment and Priority Mechanism process. • Local freight studies. 	concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material.

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CP 66 Strategic transport network	<p>The policy seeks to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.</p> <p>Focus given to the A350 corridor and improvements to the Yarnbrook / West Ashton route and development/improvement at Corsham, Melksham, Royal Wootton Bassett and Westbury.</p>	<p>Comments: The policy remains broadly in conformity with national planning policy.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> • Completion of projects identified. <p>Effectiveness: The policy has not been consistently monitored and hence effectiveness is difficult to assess.</p> <p>Gaps:</p> <p>Evidence:</p> <ul style="list-style-type: none"> • Delivery of major road schemes: A350 Chippenham Bypass Improvements (Phases 1, 2 and 3); M4 J17 Improvements. • Development of business cases: A350 Yarnbrook/West Ashton Relief Road; A350 Chippenham Bypass Improvements (Phases 4 and 5); M4 J17 Further Improvements; A350 Melksham Bypass; A338 Southern Salisbury Improvements. • Wiltshire traffic model. • Western Gateway Sub-National Transport Body Rail Strategy. 	<p>Section 9, paragraphs 102, 108 Section 12, paragraph 127 (e)</p> <p>The principles set out in CP66 conform with national planning policy.</p>

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		<ul style="list-style-type: none"> • Swindon and Wiltshire Local Enterprise Partnership Rail Strategy. • Network Rail’s Continuous Modular Strategic Planning process. • Enhancement of Trans Wilts rail service between Swindon and Westbury. • Rail studies: Corsham Station; Wilton Station; Devizes Gateway (emerging Strategic Outline Business Case). • LTP Public Transport Strategy Review. • DfT transport statistics and other limited monitoring. 	
CP 67 Flood risk	<p>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.</p> <p>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</p>	<p>Comments: The policy text broadly accords with the national policy.</p> <p>References to the Wiltshire Council Sustainable Drainage Systems (SuDS) documents/guidance should be added perhaps with the specific run-off rate requirements stated in policy.</p> <p>In addition, through the preparation of the Level 1 Strategic Flood Risk Assessment (SFRA), a 20% betterment over greenfield run-off rates will need to be explored/achieved.</p> <p>Current monitoring targets:</p>	<p>Section 14 of NPPF, paras 148, 149 & 150 and paras 155 – 165.</p> <p>Para 148: The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.</p> <p>Para 149: Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
	conditions make these measures unsuitable.	<ul style="list-style-type: none"> Decrease proportion of applications granted on areas of higher flood risk compared with Zone 1. <p>Effectiveness:</p> <ul style="list-style-type: none"> No applications permitted contrary to the advice of Wiltshire Council on the grounds of flood risk that cannot be mitigated. <p>As per many other policies of the WCS, a lack of monitoring since adoption has created a void in our evidence base. Any new monitoring framework will likely need to be linked with data sources held by other departments – e.g. building control, development management and public protection.</p> <p>Gaps:</p> <p>Evidence:</p> <ul style="list-style-type: none"> Proportion of applications granted by flood risk area type. Number of planning permissions granted contrary to the advice of Environment Agency on flood defence / water quality grounds. As above, SFRA Level 1 – <u>completed</u> and includes an assessment of 	<p>providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.</p> <p>Para 150: New development should be planned for in ways that:</p> <p>(a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure;</p> <p>Para 155: Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>Para 156. Strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
		<p>cumulative effects. This evidence will be critical in assessing options for new site allocations. We will need to consider climate change adaptation measures in new build, as guided by the climate change allowances set out in the SFRA.</p>	<p>relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.</p> <p>Para 157. All plans should apply a sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: a) applying the sequential test and then, if necessary, the exception test as set out below; b) safeguarding land from development that is required, or likely to be required, for current or future flood management; c) using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.</p> <p>Para 158. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			<p>available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.</p> <p>Para 159. If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.</p> <p>Para 160. The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. For the exception test to be passed it should be demonstrated that: a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and b) the development will be safe for its lifetime taking account of the vulnerability of its</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			<p>users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p> <p>Para 161. Both elements of the exception test should be satisfied for development to be allocated or permitted.</p> <p>Para 162. Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan making stage, or if more recent information about existing or potential flood risk should be taken into account.</p> <p>Para 163. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment¹⁸. Development should only be</p>

¹⁸ [Footnote 50] A site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			<p>allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:</p> <ul style="list-style-type: none"> a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan. <p>Para 164. Applications for some minor development and changes of use¹⁹ should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 50.</p> <p>Para 165.</p>

¹⁹ [Footnote 51] This includes householder development, small non-residential extensions (with a footprint of less than 250m²) and changes of use; except for changes of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the sequential and exception tests should be applied as appropriate.

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
			Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should: a) take account of advice from the lead local flood authority; b) have appropriate proposed minimum operational standards; c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and d) where possible, provide multifunctional benefits.
CP 68 Water resources	Development must not prejudice the delivery of the actions and targets of the relevant River Basin or Catchment Management Plan, and should contribute towards their delivery where possible. Non-residential development will be required to incorporate water efficiency measures. Developers will be expected to submit details of how water efficiency has been taken into account during the design of proposals.	Comments: This policy is broadly in conformity to the NPPF. The Code for Sustainable Homes provided water efficiency standards for new homes that are already widely applied, and Core Policy 41 (presented earlier in the document) sets levels of the code to be met by new homes, while Core Policy 68 requires that water efficiency measures are also incorporated within non-residential development. Current monitoring targets:	Section 14 of NPPF, paras 34, 149, 170 (e) Para 34: Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan. Para 149: Plans should take a proactive approach to mitigating and adapting to climate change, taking

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
	Development proposals within a Source Protection Zone, Safeguard Zone or Water Protection Zone must assess any risk to groundwater resources and groundwater quality and demonstrate that these would be protected throughout the construction and operational phases of development.	<ul style="list-style-type: none"> Incorporation of water efficiency measures in all non-residential development. <p>Effectiveness: As per many other policies of the WCS, a lack of monitoring since adoption has created a void in our evidence base. Any new monitoring framework will likely need to be linked with data sources held by other departments – e.g. building control, development management and public protection.</p> <p>Gaps:</p> <p>Evidence:</p> <ul style="list-style-type: none"> % of new development incorporating water conservation measures e.g. meters, greywater recycling, rainwater collection % of new development incorporating Sustainable Drainage Systems (SuDS). 	<p>into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.</p> <p>Para 170 e): preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.</p> <p>Any review of the current policy must also consider impacts associated with storm/foul drainage, including the issues generated by phosphate and nitrate loading within the River Avon catchment.</p>
CP 69 Protection of	The policy sets out to avoid and reduce potential environmental	Comments:	Section 15 of NPPF, para 170 (a), 171, 172, 174 – 177, 180

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
the River Avon SAC	<p>effects on the River Avon SAC, incorporating measures during construction and operation to avoid and prevent pollution and mitigate potential disturbance effects; appropriate measures may include consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures.</p> <p>All development within 20m of the river-bank should submit a construction management plan to the local planning authority to ensure measures proposed during construction are satisfactory.</p> <p>Where additional sewage discharges to a Sewage Treatment Works cannot be accommodated without measures to offset phosphate loading, development will be required to undertake proportionate measures (which may include contributions towards those measures identified in the Nutrient Management Plan) to demonstrate that the</p>	<p>The policy accords with NPPF especially with regard to para 176 and the protection of habitats sites including Special Areas of Conservation.</p> <p>Current monitoring targets:</p> <ul style="list-style-type: none"> 100% compliance with policy (e.g. submission of construction management plans). <p>Effectiveness: As per many other policies of the WCS, a lack of monitoring since adoption has created a void in our evidence base. Any new monitoring framework will likely need to be linked with data sources held by other departments – e.g. building control, development management and public protection.</p> <p>A Memorandum of Understanding (MoU) on the issue of phosphate management within the River Avon catchment designated as a Special Area of Conservation (SAC) was completed and submitted as evidence during the examination of the Wiltshire Housing Site Allocations Plan. The MoU was signed by Natural England, the Environment Agency,</p>	<p>Para 170: Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;</p> <p>Para 171: Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
	proposals would have no adverse effects upon the SAC.	<p>Wessex Water and various stakeholders within the catchment area.</p> <p>The MoU was followed by an Interim Delivery Plan setting out practical and funded measures to implement. In addition, agreement was reached with Wessex Water regarding measures to be planned for and implemented up to and beyond 2025 through their next business plan.</p> <p>Entrade have been appointed to implement the measures in the IDP and are in the process of delivering schemes in the Pewsey Vale. Further work on mitigation measures are under review.</p> <p>Gaps:</p> <p>Evidence:</p>	<p>with other policies in this Framework²⁰; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</p> <p>Para 172. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads²¹. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development²² other than in exceptional circumstances, and where it can be demonstrated that the development is in the</p>

²⁰ [Footnote 53] Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality

²¹ [Footnote 54] English National Parks and the Broads: UK Government Vision and Circular 2010 provides further guidance and information about their statutory purposes, management and other matters

²² [Footnote 55] For the purposes of paragraphs 172 and 173, whether a proposal is ‘major development’ is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence (Monitoring targets drawn from the Core Strategy Monitoring Framework)	General conformity with NPPF/PPG
		<ul style="list-style-type: none"> 100% compliance with policy (e.g. submission of construction management plans). 	<p>public interest. Consideration of such applications should include an assessment of:</p> <p>a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;</p> <p>b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and</p> <p>c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.</p> <p>Any review and subsequent replacement of existing policy in respect of River Avon will need to attach great weight to the importance of reducing water consumption and the management of phosphates and nitrates within the designated area of the catchment. To achieve this, further work will need to be undertaken in collaboration with Natural England, the Environment Agency and Wessex Water to develop a mitigation strategy that supports growth whilst contributing towards returning the River Avon SAC system to favourable conditions.</p>

Wiltshire Core Strategy: Policy analysis – part a			
WCS Policy	What does the policy seek to achieve?	Comments, targets, effectiveness, thematic gaps and evidence <i>(Monitoring targets drawn from the Core Strategy Monitoring Framework)</i>	General conformity with NPPF/PPG

b.

Exemplar Local Plan Climate Change Policy Analysis – part b			
Flood Risk and Water Management			
WCS policy 67 and 68	Other LA policy	Differences/gaps	Evidence Used
Flood Risk Development proposed in Flood Zones 2 and 3 as identified within the Strategic Flood Risk	Camden Local Plan Policy CC3 Water and Flooding²³ – The council will seek to ensure that development does not increase flood risk and reduces the risk of flooding where possible. We will require development to: a. Incorporate water efficiency measures	<ul style="list-style-type: none"> Greenfield run off (peak flow and volume) used as 	<ul style="list-style-type: none"> Catchment drainage strategies Surface Water Management Plans

²³ <https://www.camden.gov.uk/local-plan-documents>

Exemplar Local Plan Climate Change Policy Analysis – part b			
<p>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.</p>	<p>b. Avoid harm to the water environment and improve water quality c. Consider the impact of development in areas at risk of flooding (including drainage) d. Incorporate flood resilient measure in areas prone to flooding e. Utilise SuDS in line with the drainage hierarchy to achieve a greenfield run-off rate where feasible f. Not locate vulnerable development in flood prone areas</p> <p>Where an assessment of flood risk is required, developments should consider surface water flooding in detail and groundwater flooding where applicable.</p> <p>Reading Local Plan EN18²⁴ – Development will be directed to areas at lowest risk of flooding in the first instance, following the Sequential and Exceptions Tests set out in the NPPF, and taking into account the effects of climate change. It will consider flooding from all sources including fluvial, surface water, groundwater and sewer flooding. Where development in areas at risk of flooding is necessary, it will not reduce the capacity of the flood plain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from flooding. Wherever possible, development should be designed to reduce flood risk, both on and off site.</p> <p>All major developments must incorporate SuDS as appropriate and in line with the Government’s Technical Standards. Smaller schemes are encouraged to incorporate SuDS where possible. Runoff rates should aim to reflect greenfield conditions and, in any case, must be no greater than the existing conditions of the site. Schemes should ensure that the movement of water through vertical infiltration as well as horizontal runoff does not worsen contamination effects. Wherever possible, SuDS provision should maximise ecological benefits, link into the existing Green Network, incorporate tree planting and landscaping and avoid damage to existing significant trees,</p>	<p>measure for managing surface water</p> <ul style="list-style-type: none"> • More specific terms are used in respect of drainage/water management • SuDS – policies seek to prioritise certain drainage routes • Policies are designed so that flooding of property and adjacent land would not occur in a 1 in 100-year event plus climate change buffers • Flood water management and maintenance plans are advocated for all new development • Address potential issues with discharging into water courses in terms of phosphates and nitrates. 	<p>(SWMPs) and Strategic Flood Risk Assessment (SFRA)</p> <ul style="list-style-type: none"> • Catchment Management Plan • Environment Agency (EA) Flood Zone data • Standing advice on ground water • Flood map for planning

²⁴ <https://www.reading.gov.uk/planning/planning-policy/>

Exemplar Local Plan Climate Change Policy Analysis – part b			
	<p>including through changes to the site hydrology. All new developments in areas of flood risk should give priority to SuDS.</p> <p>Cambridge Local Plan Policy 32²⁵ – Development will be permitted providing it is demonstrated that:</p> <ol style="list-style-type: none"> a. The peak run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site b. The post development volume of run-off, allowing for climate change, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event. c. The development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100-year event, plus an allowance for climate change and in the event of local drainage failure d. The discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and sewers e. There is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime f. The destination of the discharge obeys the following priority order; <ul style="list-style-type: none"> • Firstly, to ground via infiltration • Then, to a water body • Then, to a surface water sewer <p>Discharge to a foul water or combined sewer is unacceptable. Further text is provided for both a brownfield and greenfield site.</p>		

²⁵ <https://www.cambridge.gov.uk/local-plan-2018>

Exemplar Local Plan Climate Change Policy Analysis – part b			
<p>Water Resources Development must not prejudice the delivery of the actions and targets of the relevant River Basin or Catchment Management Plan and should contribute towards their delivery where possible. Non-residential development will be required to incorporate water efficiency measures. Developers will be expected to submit details of how water efficiency has been taken into account during the design of proposals. Development proposals within a Source Protection Zone, Safeguard Zone or Water Protection Zone must assess any risk to groundwater resources and groundwater quality and demonstrate that these would be protected throughout the construction and operational phases of development.</p>	<p>Reading Local Plan EN16 – Development will only be permitted where it would not be damaging to the environment and sensitive receptors through land, noise or light pollution; where it results in no deterioration in, or ideally enhance, ground and surface water quality; and where adequate water resources, sewerage and wastewater treatment infrastructure will be in place to support the proposed development prior to occupation. Development will only be permitted on land affected by contamination where it is demonstrated that the contamination and land gas can be satisfactorily managed or radiated so that it is suitable for the proposed end use and will not impact on the groundwater environment, human health, buildings and the wider environment, during demolition and construction phases as well as during the future use of the site.</p> <p>Cambridge Local Plan Policy 31 – Development will be permitted providing that:</p> <ol style="list-style-type: none"> Surface water is managed close to its source and on the surface where reasonably practicable to do so Priority is given to the use of nature services Water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development The features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people Surface water management features are multi-functional wherever possible in their land use Any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in large-scale new communities There is no discharge from the developed site for rainfall depths up to 5mm of any rainfall event The run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SuDS manual to minimise the risk of pollution 	<ul style="list-style-type: none"> Guidance in respect of run-off covered including volume and method of drainage. Reference to the Ciria SuDS manual. 	<ul style="list-style-type: none"> Surface Water Management Plan Strategic Flood Risk Assessment SuDS manual

Exemplar Local Plan Climate Change Policy Analysis – part b			
	<ul style="list-style-type: none"> i. Development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting j. Watercourses are not culverted and any opportunity to remove culverts is taken k. All hard surfaces are permeable surfaces where reasonably practicable, and having regard to groundwater protection 		

Exemplar Local Plan Climate Change Policy Analysis			
Green/Blue Infrastructure			
WCS policy 52	Other LA policy	Differences/gaps	Evidence Used
<p>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:</p> <ul style="list-style-type: none"> 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 	<p>Camden Local Plan Policy A2 Open Space The Council will protect, enhance and improve access to Camden’s parks, open spaces and other green infrastructure. Protection of open spaces In order to protect the Council’s open spaces, we will:</p> <ul style="list-style-type: none"> a. Protect all designated public and private open spaces as shown on the policies Map and in the accompanying schedule unless equivalent or better provision of open space in terms of quality and quantity is provided within the local catchment area; b. Safeguard open space on housing estates while allowing flexibility for the re-configuration of land uses. When assessing development proposals, we will take the following into account: <ul style="list-style-type: none"> i. The effect of the proposed scheme on the size, siting and form of existing open space and the functions it performs; ii. Whether the open space is replaced by equivalent or better provision in terms of quantity and quality; and iii. Whether the public value of retaining the open space is outweighed by the benefits of the development for existing estate residents and the wider community, such as improvements to the quality and access of the opens space 	<ul style="list-style-type: none"> • Identifying areas of green/blue space to be protected and enhanced • Understanding how much green space a development should provide by using standards • Acknowledging how Green/Blue Infrastructure could support action on mitigating and adapting to climate change • Creating new recreational green/blue space in 	<ul style="list-style-type: none"> • Open Space Strategy • Open Space audit (carried out by the Open Space Strategy) • Open Space and Recreation Strategy • ‘All London Green Grid’ • Open Space, Sport and Recreation study

Exemplar Local Plan Climate Change Policy Analysis			
<p>appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy</p> <p>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</p>	<p>c. Resist development which would be detrimental to the setting of designated open spaces;</p> <p>d. Exceptionally, and where it meets a demonstrable need, support small-scale development which is associated with the use of the land as open space and contributes to its use and enjoyment of the public;</p> <p>e. Protect non-designated spaces with nature conservation, townscape and amenity value, including gardens, where possible;</p> <p>f. Conserve and enhance the heritage value of designated open spaces and other elements of open space which make a significant contribution to the character and appearance of conservation areas or to the setting of heritage assets</p> <p>g. Give strong protection to maintaining the openness and character of Metropolitan Open Land (MOL);</p> <p>h. Promote and encourage greater community participation in the management of open space and support communities seeking the designation of Local Green Spaces through the neighbourhood planning process;</p> <p>i. Consider development for alternative sports and recreation provision, where the needs outweigh the loss and where this is supported by an up-to-date needs assessment;</p> <p>j. Preserve and enhance Hampstead Heath through working with partners and by taking into account the impact on the Heath when considering relevant planning applications, including any impacts on views to and from the Heath; and</p> <p>k. Work with partners to preserve and enhance the Regent's Canal, including its setting, and balance the differing demands on the canal and its towpath.</p> <p>New and enhanced open space To secure new and enhanced open space and ensure that development does not put unacceptable pressure on the borough's network of open spaces, the council will:</p> <p>l. Seek developer contributions for open space enhancements using Section 106 agreements or the Community Infrastructure Levy. The Council will secure planning obligations to address the additional impact of schemes on public open space taking into account the scale of the proposal, the number of future occupants and the land uses involved;</p>	<p>and adjacent to developments</p> <ul style="list-style-type: none"> Identifying the role of Green Infrastructure and natural drainage systems (e.g. reedbeds/wet woodland) can play in managing Phosphates in the River Avon 	

Exemplar Local Plan Climate Change Policy Analysis			
<p>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.</p>	<ul style="list-style-type: none"> m. Apply a standard of 9 sqm per occupant for residential schemes and 0.74 sqm for commercial and higher education developments while taking into account any funding for open spaces through the Community Infrastructure Levy; n. Give priority to securing new public open space on-site, with provision off-site near to the development only considered acceptable where provision on-site is not achievable. If there is no realistic means of direct provision, the Council may accept a financial contribution in lieu of provision o. Ensure developments seek opportunities for providing private amenity space; p. Give priority to play facilities and the provision and the provision of amenity space which meet residents' needs where a development creates a need for different types of open space; q. Seek opportunities to enhance links between open spaces recognising the multiple this may bring; r. Tackle deficiencies to open space through enhancement measures; and s. Seek temporary provision of open space where opportunities arise. <p>Cambridge Local Plan Policy 67: Protection of Open Space Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreation importance unless:</p> <ul style="list-style-type: none"> a. The open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and b. The re-provision is located within a short walk (400 m) of the original site. <p>In the case of school, college and university grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site. Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.</p>		

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	<p>Cambridge Local Plan Policy 68: Open space and recreation provision through new development</p> <p>All residential development proposals should contribute to the provision of open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process. The precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Council will seek variations in the component elements to be provided by the developer in order to provide the type of open space most needed. Requirements will be calculated using the OpenSpace and Recreation Standards and will have regard to the Council's adopted Open space and Recreation Strategy, Playing Pitch Strategy and Indoor Sports Facility Strategy.</p> <p>Alternative provision off-site of open space may be acceptable in the following circumstances:</p> <ol style="list-style-type: none"> a. If the proposed development site is of insufficient size in itself to make the appropriate provision feasible within the site; or, b. In exceptional circumstances, if taking into account the accessibility/capacity of existing open space sites/facilities and the circumstances of the surrounding area the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site. <p>Where appropriate, and subject to the Regulations in force at the time, the Council will seek to enter into a Section 106 agreement with the developer to implement the above, and for the future management and maintenance of the open space provision, before granting planning permission.</p> <p>Reading Local Plan EN7: Local Green Space and Public Open Space</p> <p><i>The Local Plan lists the LGS and POS that will be protected from development.</i> Proposals that would result in the loss of any of these areas of open space, erode their quality through insensitive adjacent development or jeopardise their use or enjoyment by the public, will not be permitted.</p>		

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	<p>Reading Local Plan EN8: Undesignated Open Space</p> <p>There will be a presumption in favour of retention of undesignated open space, which will include allotments. Development should not result in the loss of or jeopardise use and enjoyment of undesignated open space. Development may be permitted where it is clearly demonstrated that replacement open space, of a similar standard and function, can be provided at an accessible location close by, or that improvements to recreational facilities on remaining open space can be provided to a level sufficient to outweigh the loss of the open space. The quality of existing open space should not be eroded by insensitive development on adjoining land.</p> <p>Reading Local Plan EN9: Provision of open Space</p> <p>All new development should make provision for appropriate open space based on the needs of the development. This can be achieved through on or off-site provision, contributions toward provision or improvement of existing leisure or recreational facilities.</p> <p>On sites of 50 dwellings or more, or for developments where the availability and quality of existing open space has been identified as deficient, new provision will be sought. Development must ensure satisfactory provision of children’s play areas and neighbourhood parks.</p> <p>A secure maintenance arrangement shall be demonstrated to ensure that any open space is properly maintained throughout the life of the development. In exceptional circumstances where the council agrees to the adoption of the open space, a commuted sum for future maintenance will be required as part of any legal agreement.</p> <p>On sites of less than 50 dwellings, or in areas not identified as deficient in the provision of open space, new open space provision, improvements or enhancements will be sought, including through appropriate contributions. The provision of open space for all developments shall satisfy the most urgent need subject to considerations of particular deficiencies. The most up-to-date Open Spaces Strategy should guide provision type and size. New open space should:</p> <ul style="list-style-type: none"> • Be in usable parcels of land and not be fragmented; • Be safely and easily accessible and not severed by any physical barrier, including a road; 		

Exemplar Local Plan Climate Change Policy Analysis			
	<ul style="list-style-type: none"> • Be accessible to the general public and be designed so as to feel that it is part of the public and not private realm; • Create a safe environment, appropriately considering lighting and layout to reduce the fear of crime; • Provide some informal landscaping for aesthetic, wildlife and recreational purposes; and • Link into the Green Network where possible. 		
	<p>Reading Local Plan EN10: Access to Open Space In areas with relatively poor access to open space facilities (including as a result of severance lines), new development should make provision for, or contribute to, improvements to road and other crossings to improve access to green space and /or facilitate the creation or linking of safe off-road routes to parks.</p>		

Exemplar Local Plan Climate Change Policy Analysis			
Sustainable Design and Construction in the Built Environment			
WCS policy 41	Other LA policy	Differences/gaps	Evidence Used
<p>Sustainable construction and low-carbon energy. Climate change adaptation New development, building conversions, refurbishments and extensions will be encouraged to incorporate design measures to reduce energy demand. Development will be well insulated and designed to take advantage of natural light and heat from the</p>	<p>Camden Local Plan Policy D1 Design The Council will seek to secure high quality design in development. The Council will require that development:</p> <ol style="list-style-type: none"> Respects local context and character; Preserves or enhances the historic environment and heritage assets in accordance with Policy D2 Heritage; Is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaption; Is of sustainable and durable construction and adaptable to different activities and land uses; Comprises details and materials that are of high quality and complement the local character; 	<ul style="list-style-type: none"> • Specific design standards to address the climate emergency. Potential to introduce a bespoke design standard for Wiltshire that addresses the loss of the Code for Sustainable Homes and goes beyond simply the energy 	<ul style="list-style-type: none"> • Reading's Climate Change Strategy responds to the needs of the Council and sets expectations for new development • BREEAM standards used to set benchmarks for energy efficiency in all new buildings

Exemplar Local Plan Climate Change Policy Analysis			
<p>sun and use natural air movement for ventilation, whilst maximising cooling in the summer.</p> <p>Sustainable construction New homes (excluding extensions and conversions) will be required to achieve at least Level 4 (in full) of the Code for Sustainable Homes.</p> <p>Conversions of property to residential use will not be permitted unless BREEAM's Homes "Very Good" standards are achieved⁸⁶.</p> <p>All non-residential development will be required to achieve the relevant BREEAM "Very Good" standards, rising to the relevant BREEAM "Excellent" standards from 2019.</p> <p>Existing buildings Retrofitting measures to improve the energy performance of existing buildings will be encouraged in accordance with the following hierarchy:</p> <ol style="list-style-type: none"> Reduce energy consumption through energy efficiency measures Use renewable or low-carbon energy from a local/district source Use building-integrated renewable or low-carbon technologies. 	<ol style="list-style-type: none"> Integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage; Is inclusive and accessible for all; Promotes health; Is secure and designed to minimise crime and antisocial behaviour Responds to natural features and preserves gardens and other open space; Incorporates high quality landscape design and maximises opportunities for greening for example through planting of trees and other soft landscaping Incorporates outdoor amenity space; Preserves strategic and local views; For housing, provides a high standard of accommodation; and Carefully integrates building services equipment <p>The council will resist any development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.</p> <p>Cambridge Local Plan – Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use</p> <p>All development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Promoters of major development, including redevelopment of existing floor space, should prepare a Sustainability Statement as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:</p> <ol style="list-style-type: none"> Adaption to climate change Carbon reduction Water management Site waste management Use of materials <p>In order to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets, and does not exacerbate Cambridge's severe water stress, all new development will be required to meet the</p>	<p>standards within current Building Regulations.</p> <ul style="list-style-type: none"> More specific guidance around retrofitting old and existing building to become more efficient/ be able to adapt to climate change Incorporating efficient resource management – water, waste Use of sustainable materials with an emphasis on utilising secondary/recycled construction materials in preference to virgin materials Develop/foster a green construction industry in Wiltshire Ensure all new development is supported by a 'Sustainability Statement' which outlines general principles that should be applied to all elements of development, covering areas such as climate change adaption, 	<ul style="list-style-type: none"> A Sustainable Design and Construction Supplementary Planning Document (SPD) has been prepared to provide practical guidance on how to implement planning policies Town and Country Planning Association's Climate Change Adaptation by Design: A Guide for Sustainable Communities (2007) has been used to set standards. RECAP Waste Management Design Guide Council's own guidance on household waste and recycling facilities in new developments Building Research Establishment (BRE) Green Guide to Specification

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<p>Opportunities should be sought to facilitate carbon reduction through retrofitting at whole street or neighbourhood scales to reduce individual costs, improve viability and support coordinated programmes for improvement. Renewable and low-carbon energy</p> <p>All proposals for major development will be required to submit a Sustainable Energy Strategy alongside the planning application outlining the low-carbon strategy for the proposal.</p> <p>In all cases, including those listed above, proposals relating to historic buildings, listed buildings and buildings within conservation areas and world heritage sites should ensure that appropriate sensitive approaches and materials are used.</p> <p>Safeguarding of the significance of heritage assets should be in accordance with appropriate national policy and established best practice.</p> <p>In all cases the impact of these requirements on the viability of development will be taken into consideration.</p>	<p>following minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable: <i>See Local Plan</i></p> <p>Where redevelopment/refurbishment of existing buildings is proposed, the development of bespoke assessment methodologies to assess the environmental impact of the proposals for submission with the planning application will be supported, subject to agreement of the scope of the alternative methodology with the council. Proposals that lead to levels of environmental performance equivalent to or higher than BREEAM will be supported. Where proposals relate to designated heritage assets, care will need to be taken to ensure that any proposals related to environmental performance are considered against the significance of the heritage asset and do not cause unacceptable harm to the asset's significance.</p> <p>In order to promote the use of community energy networks, a strategic district heating area is shown on the Policies Map. Major development proposals within this area should where possible connect to existing heat networks under construction. This requirement will be relaxed if applicants can provide evidence that doing so would affect the viability of schemes. The Council will also be supportive of the future-proofing of developments so that they are capable of connecting to future heat networks.</p> <p>Reading Local Plan CC2: Sustainable Design and Construction</p> <p>Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layout use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change.</p> <p>To meet these requirements:</p> <ul style="list-style-type: none"> • All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'excellent' standards, where possible; • All minor non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'very good' standard as a minimum; 	<p>carbon reduction, water management, site waste management etc.</p> <ul style="list-style-type: none"> • Identify potential for community energy networks and consider allocating land in the Local Plan for strategic wind energy generation 	

Exemplar Local Plan Climate Change Policy Analysis			
	<ul style="list-style-type: none"> All non-residential development or conversions to residential should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost-effective. 		

Exemplar Local Plan Climate Change Policy Analysis			
Sustainable Energy Generation and Management			
WCS policy 42 (also relates to CP 41 above)	Other LA policy	Differences/gaps	Evidence Used
<p>Standalone renewable energy installations</p> <p>Proposals for standalone renewable energy schemes will be supported subject to satisfactory resolution of all site-specific constraints. In particular, proposals will need to demonstrate how impacts on the following factors have been satisfactorily assessed, including any cumulative effects, and taken into account:</p> <ol style="list-style-type: none"> i. The landscape, particularly in and around AONBs ii. The Western Wiltshire Green Belt iii. The New Forest National Park iv. Biodiversity v. The historic environment including the Stonehenge and 	<p>Camden Local Plan Policy CC1: Climate change mitigation</p> <p>The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.</p> <p>We will:</p> <ol style="list-style-type: none"> a. Promote zero carbon development and require all development to reduce carbon emissions through following the steps in the energy hierarchy; b. Require all major development to demonstrate how London Plan targets for carbon dioxide emissions have been met c. Ensure that the location of development and mix of land uses minimise the need to travel by car and help to support decentralised energy networks; d. Support and encourage sensitive energy efficiency improvements to existing buildings; e. Require all proposals that involve substantial demolition to demonstrate that it is not possible to retain and improve the existing building; and f. Expect all developments to optimise resource efficiency. <p>For decentralised energy networks, we will promote decentralised energy by:</p>	<ul style="list-style-type: none"> Identify the potential (feasibility/viability) for supporting community energy networks /decentralised energy networks Design standards for new building could include low carbon /renewable energy sources Collaboration with energy providers to better understand grid capacity and linkages Guidance on reducing energy demand and resource efficiency could be developed to 	<ul style="list-style-type: none"> 'Delivering a low carbon Camden' was relied upon as evidence. No such report available yet in Wiltshire Councils have developed tools such as 'Sustainability Plan' 'Green Action for Change' to help guide improvements in sustainable energy development Camden utilised 'Planning Guidance on Sustainability' to underpin their policies Assessment of Cambridge's potential for renewable and low

Exemplar Local Plan Climate Change Policy Analysis			
<p>Avebury World Heritage Site and its setting</p> <p>vi. Use of the local transport network</p> <p>vii. Residential amenity, including noise, odour, visual amenity and safety</p> <p>viii. Best and most versatile agricultural land.</p> <p>Applicants will not be required to justify the overall need for renewable energy development, either in a national or local context.</p>	<p>g. Working with local organisations and developers to implement decentralised energy networks in the parts of Camden most likely to support them;</p> <p>h. Protecting existing decentralised energy networks (e.g. at Gower Street, Bloomsbury, King’s Cross, Gospel Oak and Somers Town) and safeguarding potential network routes; and</p> <p>i. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.</p> <p>To ensure that the Council can monitor the effectiveness of renewable and low carbon technologies, major developments and will be required to install appropriate monitoring equipment.</p> <p>Cambridge Local Plan Policy 29: Renewable and low carbon energy generation</p> <p>Proposals for development involving the provision of renewable and/or low carbon energy generation, including community energy projects, will be supported, subject to the acceptability of their wider impacts. As part of such proposals, the following should be demonstrated:</p> <p>a. That any adverse impacts on the environment, including local amenity and impacts on the historic environment and the setting of heritage assets, have been minimised as far as possible. These considerations will include air quality concerns, particularly where proposals fall within or close to the air quality management area(s) or areas where air pollution levels are approaching the WU limit values, as well as noise issues associated with certain renewable and low carbon technologies; and</p> <p>b. That where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme.</p> <p>Note that this policy does not apply to applications for wind turbines, which would be considered against the requirements set out in the Local Planning Written Ministerial Statement, dated 18 June 2016.</p> <p>Reading Local Plan CC4: Decentralised Energy</p>	<p>support new build and retrofit market</p> <ul style="list-style-type: none"> • Electric vehicle charging point strategy needed (LTP3) and will require working with the energy producing company and development industry. 	<p>carbon energy generation.</p> <ul style="list-style-type: none"> • Sustainable Design and construction SPD • Feasibility study to identify potential opportunities for decentralised energy provision

Exemplar Local Plan Climate Change Policy Analysis			
	<p>In meeting the sustainability requirements of this plan, developments of the sizes set out below shall demonstrate how consideration has been given to securing energy for the development from a decentralised energy source. Any development of more than 20 dwellings and/or non-residential development of over 1,000 sq m shall consider the inclusion of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision. Where there is existing decentralised energy provision present within the vicinity of an application site, further developments of 10 dwellings or more or non-residential development of 1,000 sq m or more will be expected to link into the existing decentralised energy network or demonstrate why this is not feasible.</p>		

Exemplar Local Plan Climate Change Policy Analysis			
Sustainable transport and Air Quality			
WCS policy 60, 61 and 55	Other LA policy	Differences/gaps	Evidence Used
<p>Sustainable transport The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by: i. Planning developments in accessible locations ii. promoting sustainable transport alternatives to the use of the private car</p>	<p>Camden Local Plan Policy T1: Prioritising walking, cycling and public transport The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. Walking In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments: a. Improve the pedestrian environment by supporting high quality public realm improvement works; b. Make improvements to the pedestrian environment including the provision of high-quality safe road crossings where needed, seating, signage and landscaping; c. Are easy and safe to walk through ('permeable') d. Are adequately lit;</p>	<ul style="list-style-type: none"> • Opportunity to link walking/cycling routes to GI improvement • Encourage cycling and walking as well as public transport where appropriate • Not just cycle paths but somewhere in towns to park bikes • Sustainable transport schemes • Infrastructure for electric vehicles needs to be scoped and 	<ul style="list-style-type: none"> • Local Transport Plan • Census (data on how people travel to work)

<p>iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community</p> <p>iv. promoting appropriate demand management measures</p> <p>v. influencing the routing of freight within and through the county</p> <p>vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.</p> <p>Transport and new development</p> <p>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:</p> <p>i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:</p> <p>a. Visually impaired and other disabled people</p> <p>b. Pedestrians</p> <p>c. Cyclists</p> <p>d. Public transport</p> <p>e. Goods vehicles</p> <p>f. Powered two-wheelers</p> <p>g. Private cars.</p>	<p>e. Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and</p> <p>f. Contribute towards bridges and water crossings where appropriate.</p> <p>Cycling</p> <p>In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:</p> <p>g. Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;</p> <p>h. Provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;</p> <p>i. Makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;</p> <p>j. Is easy and safe to cycle through ('permeable'); and</p> <p>k. Contribute towards bridges and water crossings suitable for cycle use where appropriate.</p> <p>Public Transport</p> <p>In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate. Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.</p>	<p>considered in the context of viability.</p>	
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<p>ii. That the proposal is capable of being served by safe access to the highway network.</p> <p>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.</p> <p>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.</p>	<p>Camden Local Plan T3 Transport Infrastructure</p> <p>The Council will seek improvements to transport infrastructure in the borough. We will:</p> <ul style="list-style-type: none"> a. Not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and b. Protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport,. <p>Cambridge Local Plan Policy 80: Supporting sustainable access to development</p> <p>Development will be supported where it demonstrates that prioritising of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:</p> <ul style="list-style-type: none"> a. Ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development; b. Supporting public transport, walking and cycling to, from and within a development by; <ul style="list-style-type: none"> 1. Giving priority to these modes where there is conflict with cars; 2. Conveniently linking the development with the surrounding walking, cycling and public transport networks; 3. Prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided; 4. Ensuring accessibility for those with impaired mobility; and 5. Safeguarding existing and proposed routes for walking cycling and public transport, including the Chisholm Trail, from Development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridge and South Cambridgeshire. 		
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	<p>c. Ensuring that any development requiring a new road or road access accords with the following:</p> <ol style="list-style-type: none"> 6. It is designed to give high priority to the needs of pedestrians and cyclists, including their safety; 7. It restricts though access for general motor traffic where appropriate; 8. It discourages speeding 9. It discourages inappropriate car-based links within the network, but encourages non-car based links; 10. It minimises additional car traffic in the surrounding area; and 11. There is safe and appropriate access to the adjoining road, pedestrian and cycle networks. <p>Cambridge Local Plan Policy 81: Mitigating the transport impact of development</p> <p>Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:</p> <ol style="list-style-type: none"> a. Sufficient information to be supplied with all development proposals that are transport impact can be suitably addressed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County council guidance.; b. A travel plan to accompany all major development proposals; and c. Reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset. <p>Reading Local Plan TR1: Achieving the transport strategy</p> <p>Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.</p> <p>Planning permission will not be granted for major developments unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes</p>		
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	<p>to local facilities and services, including schools and parks, and similar measures. All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport for all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.</p>		
<p>Air quality Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity. Mitigation measures should demonstrate how they will make a positive contribution to the aims of the Air Quality Strategy for Wiltshire and where relevant, the Wiltshire Air Quality Action Plan. Mitigation may include: i. landscaping, bunding or separation to increase distance from highways and junctions ii. possible traffic management or highway improvements to be agreed with the Local Authority iii. abatement technology and incorporating site layout/separation and other conditions in site planning iv. traffic routing, site management, site layout and phasing</p>	<p>Camden Local Plan Policy CC4: Air Quality The Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the borough. The council will take into account the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality. Consideration must be taken to the actions identified in the Council's Air Quality Action Plan. Air quality Assessments (AQA's) are required where development is likely to expose residents to high levels of air pollution. Where the AWA shows that a development would cause harm to air quality, the Council will not grant planning permission unless measures are adopted to mitigate the impact. Similarly, developments that introduce sensitive receptors (i.e. housing, schools) in locations of poor air quality will not be acceptable unless designed to mitigate the impact. Development that involves significant demolition, construction or earthworks will also be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction management Plan.</p> <p>Cambridge Local Plan Policy 36: Air quality, odour and dust Development will be permitted where it can be demonstrated: a. That it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or b. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air. According to the end-use and nature of the area and application, applicants must demonstrate that:</p>	<ul style="list-style-type: none"> • Identifying sensitive receptors to poor air quality e.g. schools, nurseries, care homes • Identifying sources other than vehicles e.g. smoke from industrial processes • A focus on particulates and health impacts associated with those particulates linked to cancer • Air quality monitoring, particularly within areas of recorded exceedance relied upon for setting air quality action plan targets/initiatives 	<ul style="list-style-type: none"> • Air Quality Action Plan • UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations • Local monitoring • We will need to move from annualised spot-collection data to time-series analysis to meet Defra standards • Any future policy will need to cover Particulate Matter 2.5 micron emissions (PM10).

<p>v. where appropriate, contributions will be sought toward the mitigation of the impact a development may have on levels of air pollutants.</p>	<p>a. There is no adverse effect on air quality in an air quality management area (AQMA);</p> <p>b. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;</p> <p>c. The development will not lead to the declaration of a new AQMA;</p> <p>d. The development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);</p> <p>e. Any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land users; and</p> <p>f. Any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately monitored and mitigated by the developer.</p> <p>Reading Local Plan EN15: Air Quality Development should have regard to the need to improve air quality and reduce the effects of poor air quality.</p> <p>1. Development that would detrimentally affect air quality will not be permitted unless the effect is to be mitigated. The following criteria should be taken into account:</p> <ul style="list-style-type: none"> • Whether the proposal, including when combined with the cumulative effect of other developments already permitted, would worsen air quality; • Whether the development is within, or accessed via, an Air Quality Management Area; and • Whether it can be demonstrated that a local worsening in air quality that would not detrimentally affect human health, or the environment would be offset by an overall improvement in air quality, for instance through reduction in the need to travel. <p>2. Where a development would introduce sensitive users (such as residential, schools and nurseries, hospitals, care facilities) into, or intensify such uses within an Air Quality Management Area, detrimental effects on that use will be mitigated. Mitigation measures should be detailed in any planning application. If there are significant detrimental effects that cannot be mitigated, the application should be refused.</p> <p>3. Where required, planning obligations will be used to secure contributions to measures to tackle poor air quality or for air quality monitoring.</p>		
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Wiltshire Council

Cabinet

1 December 2020

Subject: In House Learning Disabilities: Outreach and Enablement Project

Cabinet Member: Councillor Simon Jacobs Cabinet member for Adult Social Care, Public Health and Public Protection

Key Decision: Key

Executive Summary:

According to the Learning Disability Register there are approximately 7,000 adults with a learning disability in Wiltshire, not all of these people require care and support but of those who do 354 attend day services. Of these, 163 attend the Council run in-house day services and 93 people with a learning disability attend one of the Council run three respite units across the county. The service provides 4,177 nights of respite a year to those individuals who live with families and carers.

In Wiltshire, day services are delivered directly by the Council and 27 independent organisations. Many of these services have followed a traditional model in that they provide building-based support to a number of service users with a wide range of needs.

This report will focus on the work of the Council's in house learning disability services not those which are commissioned externally.

The Wiltshire Council in house learning disability day services' role and function has not been reviewed for some time. It is recognised that the current service does not reflect changes to best practice or the ever-changing needs of learning-disabled residents living in Wiltshire.

We do know, for those who use it, it is often seen as a lifeline providing day respite to carers.

The service has identified that day services do not meet the needs of a wider group of people who may not have a learning disability diagnosis but still require additional support to access local activities, voluntary work or paid employment.

We are therefore proposing that we enhance our day opportunities offer and supplement this with a community outreach and enablement service which will offer support to a wider group than those with a diagnosed learning disability. This will include customers with mental health diagnosis and autism spectrum conditions or disorders. This community-based support will have a clear focus on developing skills and independence.

The service recognises, that there will remain a core group of service users who will continue to require some level of building based support due to their complex needs. It is for this reason we are proposing to develop a six-month proof of concept Outreach and Enablement Project which will run alongside our covid secure building-based support offer, which we will review.

The project will:

- Focus on the individual, their strengths, choices, assets and goals through person centred planning
- Focus on the outcomes people wish to achieve
- Provide the support that enables the person to access a range of opportunities in their own and wider community as an active citizen
- Focus on skills development, improving independence in daily living
- Making the most of the beautiful and diverse county of Wiltshire and ensuring access to the wide range of opportunities Wiltshire has to offer
- Enable the service to review the existing building-based approach alongside service users, their families and carers

Proposal(s)

- To note the establishment of an Outreach and Enablement Project
- To note this will be a six-month proof of concept project
- To note that we will undertake a co-produced review of our building-based services

Reason for Proposal(s)

Wiltshire Council's in-house day service offer requires a review to:

- Establish its effectiveness.
- Ensure it meets the needs of its existing service users
- Gain an understanding of how people with complex needs are able to set their own goals and develop their 'best life'
- Understand how the service can develop and support people to connect to their local communities to build meaningful relationships.
- Establish how we reach more people to help them to maximise their independence
- Assure ourselves that we are cost effective and offer value for money

Terence Herbert
Chief Executive

Wiltshire Council

Cabinet

1 December 2020

Subject: Outreach and Enablement project.

Cabinet Member: Councillor Simon Jacobs Cabinet member for Adult Social Care, Public Health and Public Protection

Key Decision: Key

1. Purpose of Report

1.1 This paper outlines the proof of concept for a structured Outreach and Enablement model led by the Council run in-house learning disability services. This will include a fully dedicated team who will support people who have complex neurological and cognitive difficulties' which impact on their long-term independence, choice and wellbeing. These services will be of high quality and will be person-centred, supporting individuals to develop their own aspirations and strengths. The service will enable people to achieve their full potential.

2. Relevance to the Council's Business Plan

2.1 In line with the Council's vision to create strong communities in Wiltshire, this model will focus on encouraging service users to take responsibility for their wellbeing and build positive relationships in their communities. The service aims to offer service users opportunities to gain skills to achieve this themselves and will have a focus on early intervention, prevention and promoting community inclusivity.

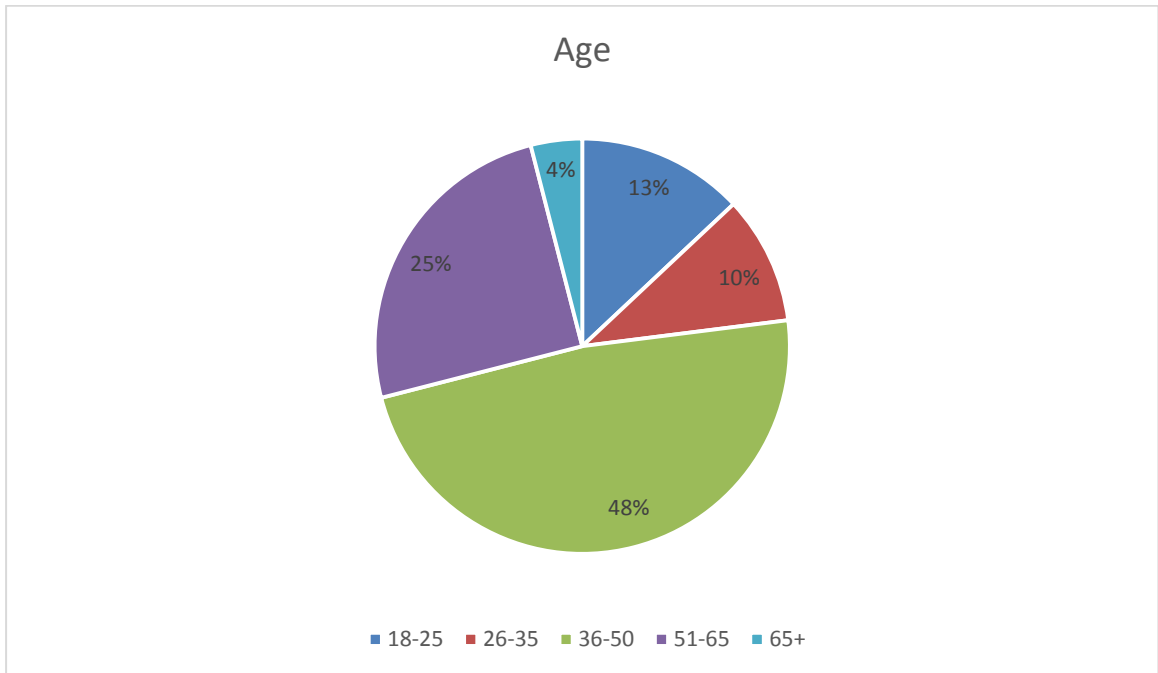
3. Background

3.1 On 23 March 2020 in-house day services closed as a result of the pandemic and the in-house day service teams immediately adapted the way they worked.

3.2 Since this period, services were asked to support a wide group of people with complex needs. Prior to this in-house services only worked with people with a diagnosed learning disability, however in order to support other service users they started to work with people without a formal diagnosis but who had other complex needs which led them to being vulnerable, particularly in light of the pandemic.

- 3.3 The service was able to meet our existing service users in their community and undertake local community activities which did not require them to travel far and helped them forge relationships with people who lived nearby.
- 3.4 Through this person-centred work, the service identified huge potential in many of these service users that we had not recognised before. As a result we spoke to service users, their families and carers to understand what they wanted from our services going forward. We recognised that we needed to expand our offer and began working with a larger group including people with complex mental health problems.
- 3.5 We visited the most 'at risk' individuals to assure ourselves and the wider health and social care system that they were safe and well cared for during lockdown. We have continued to do this at this time as day services are not fully open.
- 3.6 The service now wishes to develop this further and gather evidence to support the expansion of our in house offer with a view towards a day opportunities outreach and enablement programme of support.
- 3.7 This 'proof of concept' will be based on the principles of outreach (working with people in their local communities) and enablement (maximising people's potential and helping them reach their own goals).
- 4. The vision for the proof of concept fits well with the priorities of the Wiltshire Council's Business plan.**
- 4.1 This provision will focus on enabling individuals to become more independent and teach life skills that can be used in a variety of situations.
- 4.2 It will ensure all provision is being utilised effectively and creatively across children and adults services in a joined-up approach. This is a key part of the preparation for adulthood policy. The policy reinforces the requirement for outcomes to be agreed from Year 9 onwards. A key part of the outcomes is to ensure that children and young people are able to access enablement services to achieve their potential. Collaboration has taken place with Families and Children's Services to identify young people who may benefit from this and where this will have a positive impact on their lives.
- 4.3 It will ensure any proposed new developments of buildings and/or service provision are used in a way which maximises the costs they may incur.
- 5. Current model**

5.1 There is an aging population using our in-house services and fewer than 13% of customers are under 25. Younger adults are not choosing our in house traditional day services and there is a requirement to modernise the services to make them more appealing and person centred.



5.2 Currently there is no identified enablement in house offer which is outcomes focused.

5.3 Day services work with a number of people with a learning disability who have a range of abilities, some of which are extremely complex. This can make it difficult for the service to clarify its offer and often people with less complex needs are not given the appropriate amount of time to maximise the skills as staff are focused on caring for the most vulnerable.

5.4 There is limited support for people with behaviour that challenges. People with these additional support requirements are often supported in bespoke properties which can be highly restrictive, and which do not always promote independence.

5.5 The current day services are valued by our service users, their families and their carers but existing day provision can support dependency over time as it currently follows a day respite model rather than one which enables, empowers and promotes resilience and independence.

- 5.6 Historically, service users tend to remain in services for long periods of time, sometimes for significant periods of their lives with little alternatives available to them.
- 5.7 It is assumed that a day service is a 'one size fits all' solution, rather than offering a personalised service that responds to an individual's needs and outcomes.

6. Outreach and Enablement model

- 6.1 The Outreach and Enablement model will have a focus on supporting individuals to achieve their aspirations and support them to gain skills which promote their independence and connect them back to their communities and where they live.
- 6.2 This service will require establishing a new team who will be trained in this new way of working.
- 6.3 Provision will be developed according to the demographics and needs of the population in Wiltshire. The in-house services are a county wide team and will continue to support people across Wiltshire. The majority of work will be undertaken in the individual's own homes or in their local community.
- 6.4 Strong links will be created with Education and Skills, Commissioning, Brokerage, Wiltshire Employment service and Community Connecting to maximise the individuals opportunity to live as independently as possible in their local areas.

7. Council run buildings-based day services

- 7.1 We establish how our service users want or need to use the building-based day services in the future. It is likely that the service will continue to use building based services in order to have a safe place for people to go for meetings and appointments and to support those customers with complex physical health needs who cannot access the community safely or independently.
- 7.2 We will take into consideration the views of the service users, their families and their carers.
- 7.3 There is a need to ensure efficiency of staff and utilisation of the buildings. The building-based services are The Medley – County Hall, The Meadows – Five Rivers, The Yarn – Devizes Leisure Centre, Riverbank – The Olympiad, The Wave – The Athenium. None of the building-based services are standalone day services, all (with the exception of the Wave) are linked to our local leisure centres or are based in our Council Hub buildings.

8. Main Considerations for the Council:

8.1 The establishment of an Outreach and Enablement Project:

The aim of this project is to support individuals with a learning disability, autism and other complex needs to acquire, develop and maintain independent living skills to improve their opportunity to live as independently as possible in their community and identify opportunities for either paid or voluntary work where assessed appropriate.

To devise training/support plans to promote a progression/enablement model of support in accordance with the Wellbeing principle in the Care Act 2014.

8.2 This will be a six-month proof of concept project:

A set of performance measures will be established to assess the impact of an effective enablement service. Overarching measures will focus on how effectively the enablement service is in supporting service users to achieve their outcomes.

8.3 Workforce:

This project will be led by the Head of In-house services.

This will include a fully trained and dedicated team

This workforce will consist of a Team Leader, six outreach workers and a part time Occupational Therapist.

The role of an Occupational Therapist (OT) is key to this team and links closely to the wider policy priorities of promoting the rights of people with learning disabilities including supporting them to live more independently, being in control of their lives and included in society. An OT may for example support people with learning disabilities who are parents or enable people to gain work skills to access paid or unpaid employment. An OT's involvement is particularly important when an individual is at a time of transition in their life, for example becoming an adult or moving home.

The much of the workforce with the exclusion of the Occupational Therapist will be seconded experienced individuals already working within the in-house services. Their positions will be backfilled for this period. There is not currently an Occupational Therapist within the service, so this would be a new role.

The workforce will work in partnership with internal colleagues and across the health and social care sector to encourage greater participation and

independence, including pathways into paid work and voluntary work. Links have already been made with Education and Skills team and they are currently drawing up a menu of courses available to access.

The workforce will plan and implement individual training/support plans as part of a progression model.

Promote and encourage positive risk taking, and thereby focusing more on individual's abilities rather than concentrating on their disabilities.

Maintain records to demonstrate individual progress and the value for money of the service.

The team will focus on maximising the person's long-term independence.

9 Finance

9.1 This financial year, the service is for the first time reporting an underspend. This is as a result of the reduction in people accessing the current services as a result of the pandemic and the need to restrict access to the day centres and respite units as per Public Health guidance.

9.2 Therefore, all costs for the proof of concept pilot will can be met by the services current underspend.

9.3 Staffing Costs:

Role and Salary grade	Number of staff required	Basic Salary for 6 Months	Including on costs	Full budget 6 months
Team leader K 24	1	£16455	£21,550	£21,550
Support Worker E 8	6	£10246	£12,972	£77,832
Experienced OT K 24	.21	£3455	£4,525	£4,525
Admin support D 6	.05	£9849	£12,600	£12,600
Total staffing	7.71			£116,507

10 Overview and Scrutiny Engagement

No engagement has taken place to date.

11 Safeguarding Implications

All the council owned, and operated day service units follow Wiltshire's policies and procedures for safeguarding.

12 Public Health Implications

All the council owned, and operated day service and respite provision operate in accordance with public health guidance and legislation.

13 Procurement Implications

There are no procurement implications

14 Equalities Impact of the Proposal

14.1 The main client group of the service are adults with learning disabilities, autism and mental health conditions and therefore come under the protected characteristic (Equality Act 2010) of Disability. The aim of the proposed pilot is to have a positive impact on this group. A full Equality Impact Assessment will be carried out during the pilot period to determine whether the change to the service has any positive or negative impacts and if necessary identify mitigating action.

15 Environmental and Climate Change Considerations

15.1 Energy consumption associated with the service will remain roughly at current levels due to the scope of the service unchanging. We will continue to review our operations to make ongoing improvements in this area and in the day to day environmental management of the service. Considerations will include active travel and proposal for electric vehicles to reduce impact.

16 Risks that may arise if the proposed decision and related work is not taken.

16.1 The changing needs of learning-disabled service users who attend the service will not be reviewed.

16.2 The service will continue to offer limited control and choice for those who attend.

16.3 There will not be a focus on enablement and independence.

17 Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

Cabinet are not being asked to make a decision, this report is for information at this stage. We are committed to meeting the needs of our service users and this paper sets out how we intend to meet their needs by connecting them back to their local community. We also intend to extend our offer to a wider group of people with complex needs who live in Wiltshire.

18 Financial Implications

The proof of concept will test and measure the judgement that savings may be made, and outcomes for individuals improved. It is expected that savings would be achieved, and would be long lasting, as this cohort of people are likely to need high level support for their whole life, perhaps decades into the future. It is envisaged that if we provide service users with a strong enablement model and support them to live amongst their friends and family that these costs could be reduced in the long term.

19 Legal Implications

19.1 The proposal has been discussed with Adult Social Care Solicitor and we have already started informal consultation with our service users, their carers and families as part of our response to the pandemic and our change in practice.

20 Workforce Implications

20.1 Additional staff are required for this proof of concept. Our aim is to seconded workers from our current workforce and back fill these positions. There is a risk if we cannot get staff to backfill the substantive roles but we will continue to work with recruitment on this strategy to ensure there is no risk to current service provision.

20.2 This is not a restructure and therefore there will be no staff at risk

21 Options Considered

21.1 Consideration was given to leaving the services as they were pre Covid19. It is clear from the evidence above that the service in this form does not meet the needs of all the service users and modernisation is required to ensure that in the future it is able to meet a wide range of

people's needs and to enable our service users to develop their skills and meet their aspirations.

21.2 The proof of concept provides an opportunity to identify any gaps that may interfere with future success and will provide us with valuable feedback from those within and outside the project thereby mitigating any risk.

22 Conclusions

22.1 This proposal aims to deliver more opportunities based in the community that focuses on developing skills and independence. The proposal focuses on what service users want to achieve and to promote their health and their wellbeing in line with the Care Act 2014.

Lead Director Claire Edgar, Director Adult Social Care Operations (Mental Health and Learning Disabilities)

Report Author: Caroline Bowen, Head of Service, In House Services

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Date of report 7th of October 2020

Appendices

None

Background Papers

None

Wiltshire Council

Cabinet

1 December 2020

Subject: Disposal Programme

Cabinet Member: Cllr Toby Sturgis - Cabinet Member for Spatial Planning, Development Management and Property

Key Decision: Non Key

Executive Summary

The council has a programme of sites that are surplus to operational requirements and disposal or reuse for alternate purposes generates capital to support Councils overall Capital Programme. This report sets out the forecast receipts from disposals for the next three financial years. The report further seeks approval to declare specific sites surplus and capable of review to determine the best financial return for the council; the 3 assets to be declared surplus are listed in Appendix 2.

Proposal(s)

- That Members note the position in respect of disposals for financial years 2018/19, 2019/20 and 2020/21
- That Members confirm that freehold interest of the 3 assets can be sold by the Council.
- Authorise the Director for Housing and Commercial to dispose of the freehold interest in the assets or in his absence the Corporate Director - Resources.

Reason for Proposal(s)

To note the current position in respect of capital receipts and confirm the freehold interest in the assets can be sold to either generate capital receipts in support of the Council's capital programme or reuse to generate income for the Council.

Terence Herbert
Chief Executive

Wiltshire Council

Cabinet

1 December 2020

Subject: Disposal Programme

Cabinet Member: Councillor Toby Sturgis - Cabinet Member for Spatial Planning, Development Management and Property

Key Decision: Non Key

Purpose of Report

1. The purpose of this report is to note the current position in respect of capital receipts and confirm the freehold interest in the assets can be sold to either generate capital receipts in support of the Council's capital programme or reuse to generate income for the Council. The freehold interest in the 3 assets referred to in Appendix 2 are to be declared specific sites surplus and capable of review to determine the best financial return for the council.

Relevance to the Council's Business Plan

2. The disposal of assets raises capital to assist and support the Council's medium term financial plan (MTFP) which subsequently supports the Council's Business Plan and its aims and targets. Specifically, the business plan describes taking *a commercial approach to managing assets* as part of the *Working with partners as an innovative and effective council priority*.

Background

3. On 26th March 2019, Cabinet approved a revised approach to disposal of surplus assets, as set out in Appendix 1. This report sets out the current position for disposals and capital receipts.
4. Once assets are declared surplus each site will be considered by the Asset Gateway Group to determine the best financial return for the Council, during which time other uses of the sites will be considered. The Group will determine what is in the best interest for the Council, both from a service and financial perspective.
5. In addition, the 3 assets listed in Appendix 2 are recommended for declaring surplus and capable of review.

Main Considerations for the Council

6. The receipt of capital from the sale of assets is used to support the capital programme of investment in the communities of Wiltshire. Examples of the types of investment made and programmed to be made are provided in the

Council's Budget but they range from investment in better roads, waste collection and recycling, extra care homes, health and wellbeing centres and initiatives to provide better and more efficient customer access to Council services.

7. Running, managing and holding assets is expensive but with careful investment as described above, services can be transformed and delivered in a way that improves customer satisfaction and relies less on needing a building/asset for service delivery.
8. Assets then become surplus to the core requirements of the Council and are available for alternate uses. One option is disposal where the capital realised can then be used to support further investment.
9. At Cabinet on 12 September 2017, the Cabinet resolved that the Council would not consider domestic / low value requests for land purchases. This approach remains to be adopted by the Council and will continue into the foreseeable future.

Overview and Scrutiny Engagement

10. The Financial Planning Task Group considered the council's proposed Approach to Disposal of Assets and Property Acquisitions in March 2019 prior to its adoption by Cabinet.

Safeguarding Implications

11. There are no direct safeguarding implications with this proposal.

Public Health Implications

12. There are no direct public health implications with this proposal.

Procurement Implications

13. The decision to dispose of the freehold interest does not have any direct procurement implications. However, when the appointment of agents to market the assets or when pre-marketing surveys are required, their procurement is carried out in accordance with the Council's procurement rules and policies.

Equalities Impact of the Proposal

14. None

Environmental and Climate Change Considerations

15. Where a sale envisages potential development, any environmental and/or climate change issues are best considered through the planning application process. Should the review identify an opportunity retain sites the environmental and climate change considerations shall be considered as part of the business case for re-use of the site.

16. Consolidation of the Council's estate contributes to a reduction in our carbon footprint overall and therefore our carbon council neutral goal.

Risks that may arise if the proposed decision and related work is not taken

17. The Medium Term Financial Plan (MTFP) for the Council is, in part, dependent on the success of the disposal of property and assets. Failure to decide to declare new freehold interests to be sold, failure to sell those that are currently declared or an inability to re-use existing assets for alternate purposes will impact on the council's ability to achieve its overall business plan.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

18. A risk that may arise is that due to legislative or other changes a service need arises for an asset after it has been sold and the Council then has to look to acquire or rent in an asset. However, the list of assets will be considered by the Chief Executive and Directors, via the Asset Gateway Group, to determine if there is an identified service need that could be fulfilled from any of the properties on the list in Appendix 2. The purpose of the Asset Gateway Group is to establish service needs and establish the appropriate property solutions to satisfy these.

Financial Implications

19. As explained above, the realisation of capital from the sale of assets is used to support the MTFP and Council Business Plan. Reducing sales and the delivery of capital receipts will reduce the amount that the Council can invest in its communities and/or be used to reduce borrowings and thus free up revenue for delivering services. The disposal of surplus assets is not only integral to the council's medium term financial planning but often makes good asset management sense too.
20. A capital receipt target for three years from 2018/19 has been set at £24.969m and a forecast of capital realised through disposals for these financial years to 2021/22 is, as at the mid-October 2020:

Summary		As at 12/10/20		
Receipts targets	Sites	Banked	Forecast	Total
2018/19	£ 10,575,520	25	£ 11,262,577	£ 11,262,577
2019/20	£ 9,066,000	22	£ 9,388,585	£ 9,388,585
2020/21	£ 5,327,800	19	£ 3,743,068	£ 7,862,436
	£ 24,969,320			£ 28,513,598
			Variance	£ 3,544,278

21. Whilst a forecast for 2020/21 has been provided above, this is reflecting the impact of Covid-19 having on both prices and willingness of purchasers to proceed and it would be prudent to not fully rely fully on this forecast; close monitoring of the impact will continue to be undertaken throughout the remainder of the year.

Legal Implications

22. There are no legal implications with the paper other than it will result in legal work to formalise them. In respect of the assets being put forward as part of this report, each asset is to be sold at or above market value, thereby ensuring that the best price properly payable will be received thus satisfying the requirements of s123 of the Local Government Act 1972. Market value will be determined by either open marketing of the sites or through an external valuation being procured to reflect any special circumstances. The assets will also be categorised as strategic assets due to their strategic importance to contribute to the MTFP and will not be available for Community Asset Transfer unless Cabinet subsequently decides otherwise.
23. Legal Services will work with Estates & Development to investigate the freehold titles to the properties and identify any site constraints that will need to be considered on any proposed disposal

Workforce Implications

24. The sites being declared surplus do not have any staff located, thus there are no workforce implications to be considered. Any work on reviewing assets will be carried out within existing staff resources.

Options Considered

25. Declaring additional assets surplus to the requirements of the Council will provide additional funds for the Medium Term Financial Plan and Council's Business Plan. Prior to disposal the Council will undertake a thorough review of the options for assets ensuring the outcome is in the best interest of the Council.

Conclusions

26. To confirm the freehold interest in the assets can be sold to generate capital receipts in support of the Council's capital programme and to maximise the amount of capital from them to support the MTPF and Council Business Plan, after a review of the options to determine how the best interest of the Council can be achieved.

Simon Hendey (Director - Housing and Commercial)

Report Author: Mike Dawson, mike.dawson@wiltshire.gov.uk,

17 November 2020

Appendices

Appendix 1 - Disposal Process

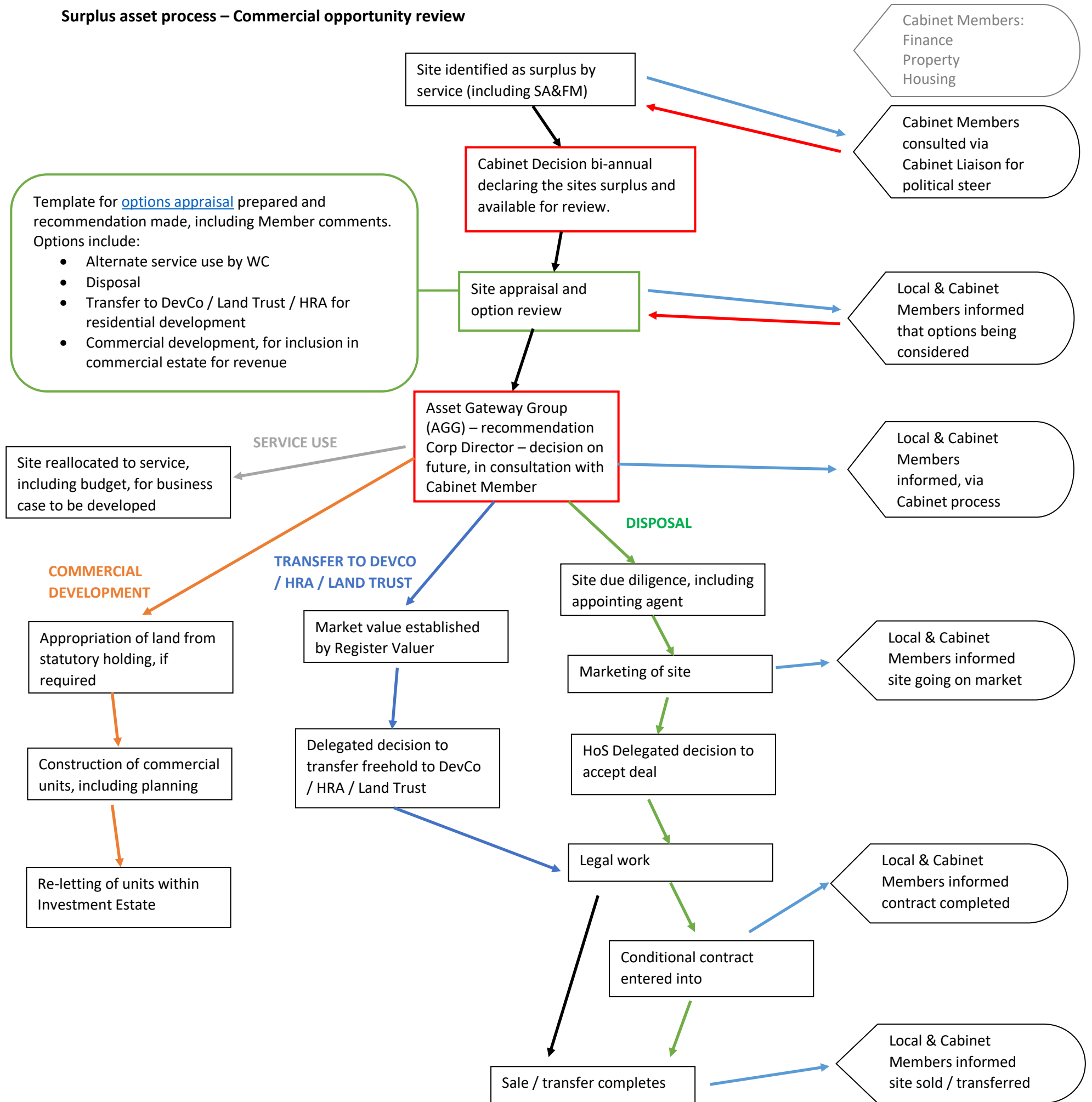
Appendix 2 - Sites to be declared surplus

Background Papers

The following documents have been relied on in the preparation of this report:

None

Surplus asset process – Commercial opportunity review



Benefits of revised approach

- Improved prior notification for Cabinet Members of the sites that are being considered for review and sale.
- Reduction in reports being presented to Cabinet, currently every 2/3 months whereas revised approach is bi-annual report
- Greater visibility of progress for sales within a particular financial year
- Greater due diligence to establish the best option for the Council (via robust option appraisal)

Disposal / sales reporting process

- Annual report to Cabinet summarising the disposals undertaken in a financial year and sites declared surplus for forthcoming years. Report will include a statement about future year's targets and a basic summary of whether we are *overall* forecast to achieve (no site details provided for future years). Reported to Cabinet either in April or May.
- Bi-annual report to Cabinet setting out progress of disposals against target, including a list of "pending" transactions, for that financial year. Reported to Cabinet either October or November.
- Monthly reports on progress within financial year provided to Cabinet Member (Property and Finance), setting out the headlines for the month.
- Cabinet Members to receive minutes of Asset Gateway Group.

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Appendix 2 - Sites to be declared surplus (available for option review)

Town	Site	Site reference	Current stage of review
Devizes	Horton Road Depot	01312S1	Surplus Approval
Ludgershall	Bartlett House EPH, Old Common Way, Ludgershall, Andover, SP11 9SA	01476S1	Surplus Approval
Mere	Five Courts EPH, Angel Lane, Mere, BA12 6DH	01472S1	Surplus Approval

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