



Working towards a Core Strategy for Wiltshire

## Topic paper 12: Site selection process

Wiltshire Core Strategy  
Consultation January 2012

# **Wiltshire Core Strategy Consultation Document**

**Autumn 2011**

**Topic Paper 12: Site Selection Process**

This paper is one of 16 topic papers, listed below, which form part of the evidence base in support of the emerging Wiltshire Core Strategy. These topic papers have been produced in order to present a coordinated view of some of the main evidence that has been considered in drafting the emerging Core Strategy. It is hoped that this will make it easier to understand how we had reached our conclusions. The papers are all available from the council website:

Topic Paper

Topic Paper 1: Climate Change

Topic Paper 2: Housing

Topic Paper 3: Settlement Strategy

Topic Paper 4: Rural Signposting Tool

Topic Paper 5: Natural Environment

Topic Paper 6: Retail

Topic Paper 7: Economy

Topic Paper 8: Infrastructure and Planning Obligations

Topic Paper 9: Built and Historic Environment

Topic Paper 10: Transport

Topic Paper 11: Green Infrastructure

Topic Paper 12: Site Selection Process

Topic Paper 13: Military Issues

Topic Paper 14: Building Resilient Communities

Topic Paper 15: Housing Requirement Technical Paper

Topic Paper 16: Gypsy and Travellers

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## 1.0 Introduction

1.1 This topic paper outlines the ongoing site selection process that is informing the Wiltshire Core Strategy. It builds on the following stages of work and public consultation:

- Wiltshire 2026 Strategic Sites Background Paper<sup>1</sup>, which informed the Wiltshire 2026 Consultation Document<sup>2</sup> and public consultation at the end of 2009.
- The Working Towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document<sup>3</sup> and the related public consultation during summer 2011.

It is important to note that the site selection process is ongoing and may continue to evolve as new evidence comes forward.

1.2 The Wiltshire 2026 Strategic Sites Background Paper identified preferred and alternative strategic site options in the main towns in Wiltshire and these were consulted on at the end of 2009.

1.3 Following the public consultation at the end of 2009 an assessment was made of whether the sites were truly strategic in nature. Non-strategic sites will be identified through either the neighbourhood planning process, a site allocations development plan document or other planning mechanism.

1.4 Following this assessment of whether the sites were strategic, work was carried out to identify and assess any alternative options in towns where a site had been identified as strategic. A full review of Wiltshire 2026 sites was therefore carried out which included considering whether the sites were strategic, assessing any alternative sites and responding to the consultation response to the Wiltshire 2026 consultation (2009). Following this review a revised list of strategic sites were proposed in Working Towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document.

1.5 Taking this work forward the purpose of this paper has been to:

- Respond to the consultation responses to 'Working Towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document'.
- Assess any further identified alternative options in towns where a strategic site is proposed.

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<sup>1</sup> The Wiltshire 2026 Strategic Sites Background Paper can be found on the following link:

[http://www.wiltshire.gov.uk/wiltshire\\_2026\\_strategic\\_sites\\_background\\_paper\\_october\\_2009.pdf](http://www.wiltshire.gov.uk/wiltshire_2026_strategic_sites_background_paper_october_2009.pdf)

<sup>2</sup> Wiltshire 2026 Planning for Wiltshire's Future can be found on the following link:

[http://www.wiltshire.gov.uk/wiltshire\\_2026\\_-\\_planning\\_for\\_wiltshire's\\_future\\_october\\_2009.pdf](http://www.wiltshire.gov.uk/wiltshire_2026_-_planning_for_wiltshire's_future_october_2009.pdf)

<sup>3</sup> Working Towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document can be found on the following link:

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/wiltshirecorestrategy/wcsconsult2011.htm>

- Identify any other potential strategic site alternatives put forward through the June 2011 public consultation.
- Identify the mechanisms for the delivery of the proposed strategic sites.

## 2.0 Policy and Regulatory Framework

### Planning Policy Statement 12: Local Spatial Planning (PPS12)<sup>4</sup>

- 2.1 PPS12 outlines the national policy framework for the Local Development Framework (LDF). It states that core strategies may allocate strategic sites for development and defines these as:

“those sites that are central to achievement of the strategy” (paragraph 4.6).

The core strategy should not include non-strategic sites and PPS12 specifically states:

“progress on the core strategy should not be held up by inclusion of non strategic sites” (paragraph 4.6)

- 2.2 When strategic sites are allocated in the core strategy this must be shown on the submission proposals map but it is not necessary to include detailed site specific information. Site specific criteria can instead allow the detailed masterplanning of the site through a further document.
- 2.3 Currently PPS12 only allows sites to be allocated in a Development Plan Document. Small site allocations will be identified through either community led Neighbourhood Plans, through a site allocations development plan document or through another planning mechanism, prepared in close consultation with local communities.
- 2.4 Core strategies can also identify broad locations for strategic growth. In the Wiltshire context these are the main market towns identified in the spatial strategy.

### Planning Policy Statement 3: Housing (PPS3)<sup>5</sup>

- 2.5 PPS3 outlines the national policy framework for housing. Local Development Documents should set out the strategy for the planned locations of new housing. This includes setting out criteria to use for identifying broad locations and specific sites for growth. The following factors should be taken into account:

- The spatial vision for the local area.
- Evidence on current and future levels of need and demand and the availability of suitable and viable sites.
- Contributions towards cutting carbon emissions.
- Physical, environmental, land ownership and investment constraints or risks.

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<sup>4</sup> DCLG (2008) Planning Policy 12 Local Spatial Planning.

<sup>5</sup> DCLG (2006) Planning Policy Statement 3 Housing.

- Options for accommodating new housing growth. This includes giving consideration to different types of development, for example, town centre redevelopment, redesign of existing areas and urban extensions.
  - Accessibility to existing local community facilities, infrastructure and services.
  - The need to provide housing in rural areas.
  - The need to develop mixed sustainable communities across the wider local authority area.
- 2.6 PPS3 requires a flexible supply of land for housing to be delivered across the plan period. This includes identifying broad locations and specific sites in a Local Development Document that enable the continuous delivery of housing for at least 15 years from the date of adoption of the plan. Within this requirement local planning authorities must identify:
- Specific deliverable sites to deliver the first 5 years of the housing requirement. Deliverable sites are available now, suitable for development and achievable within 5 years.
  - Specific developable sites for the next 6-10 years and if possible 11-15 years. Developable sites are suitable for development and have a reasonable prospect of being available within 6-15 years time.
- 2.7 Within this requirement strategic sites must be identified that are critical to the delivery of the housing strategy over the plan period. These sites must be identified through the Strategic Housing Land Availability Assessment or other relevant evidence.

**Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4)<sup>6</sup>**

- 2.8 Further information can be found in Topic Paper 7: Economy.

**Draft National Planning Policy Framework (NPPF)<sup>7</sup>**

- 2.9 The Government has recently published the draft National Planning Policy Framework (NPPF) for consultation. This sets out the Government's draft economic, environmental and social planning policies for England and will replace the existing national planning policy guidance and statements. The intention is for this new framework to be less complex and more accessible. The public consultation closed on the 17<sup>th</sup> October 2011. The planning policy guidance and statements remain in place until the final NPPF is published but the proposals in the draft NPPF must still be taken into account.
- 2.10 The draft NPPF still intends for development to be 'plan'-led with a long-term vision set for an area. In regard to allocating sites it still proposes for plans to set out a clear strategy for allocating sufficient land that is suitable for development taking account of both the needs of the residential and business community. It is also specific that allocations should prefer land that is of lesser environmental value.

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<sup>6</sup> DCLG (2009) Planning Policy Statement 4 Planning for Sustainable Economic Growth.

<sup>7</sup> <http://www.communities.gov.uk/publications/planningandbuilding/draftframework>

- 2.11 In line with PPS3 the draft proposes for plans to indicate broad locations for strategic growth on a key diagram and designations for land use on a proposals map. It requires plans to allocate sites to provide for development and the flexible use of land.
- 2.12 To support economic development the draft NPPF proposes for local plans to either set criteria or allocate strategic sites to encourage local inward investment.
- 2.13 In town centres the draft NPPF requires local planning authorities to allocate a range of suitable sites to meet retail, leisure, commercial, community services and residential development required in town centres.
- 2.14 The draft NPPF still requires the plan to provide a five year supply of housing land including identifying sites that are critical to the delivery of the housing strategy. It also proposes to require a 20% contingency on top of the five year housing land supply.

### **3.0 Wiltshire 2026 Consultation Strategic Site Options**

- 3.1 The 'Wiltshire 2026: Planning for Wiltshire's Future'<sup>8</sup> public consultation at the end of 2009 was a key informal consultation stage in the formation of the core strategy for Wiltshire. The consultation included preferred and alternative strategic site options identified within broad areas of search, excluding the South Wiltshire area where strategic sites have been identified through the preparation for the draft South Wiltshire Core Strategy process<sup>9</sup>. An overview of the Wiltshire 2026 site selection process and strategic site options is given below. Detailed information can be found in the Wiltshire 2026 Strategic Sites Background Paper (October 2009) which can be found on the following link:

[http://www.wiltshire.gov.uk/wiltshire\\_2026\\_strategic\\_sites\\_background\\_paper\\_october\\_2009.pdf](http://www.wiltshire.gov.uk/wiltshire_2026_strategic_sites_background_paper_october_2009.pdf)

- 3.2 The broad areas of search for sites were identified as the strategically significant towns<sup>10</sup> and market towns identified in the spatial strategy in Wiltshire 2026. Identifying sites within these towns ensures that strategic growth will deliver the strategy for growth outlined in the spatial strategy. These were:
- Chippenham
  - Trowbridge
  - Bradford on Avon
  - Calne
  - Corsham
  - Devizes
  - Malmesbury

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<sup>8</sup> The Wiltshire 2026 public consultation was held at the end of 2009 and was a key stage in the preparation of the Wiltshire Core Strategy.

<sup>9</sup> The draft South Wiltshire Core Strategy is being merged with the Wiltshire Core Strategy – see section 7 of this topic paper.

<sup>10</sup> In line with the spatial strategy and the emerging Regional Spatial Strategy for the South West.



- Marlborough
- Melksham
- Tidworth and Ludgershall
- Warminster
- Westbury
- Wootton Bassett.

- 3.3 Along with the key settlements in South Wiltshire these settlements remain the principle towns and market towns in the settlement strategy. In the updated settlement hierarchy Chippenham, Trowbridge and Salisbury are the principal settlements in Wiltshire. The market towns, which are suitable for locally significant growth, are identified as Amesbury, Bradford-on-Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth & Ludgershall, Warminster, Westbury, and Wootton Bassett.
- 3.4 In Wiltshire 2026 the west of Swindon area was also identified as an area of search for strategic sites. This location for growth was directly related to a requirement set out in the emerging Regional Spatial Strategy for the South West. Central Government has now proposed to abolish regional spatial strategies and a decision has been made not to carry forward the area of search west of Swindon.
- 3.5 There was no justification at the time to identify any further areas of search.
- 3.6 It was recognised that it may not be necessary to identify a strategic site in each area of search if non-strategic development was found to be a more effective way of delivering development in a town. The core strategy is a strategic document and non-strategic sites can be identified and delivered through the neighbourhood planning process, a site allocations development plan document or other planning mechanism.
- 3.7 A methodology was devised for identifying site options within the broad areas of search. This is summarised in the table below.

Table 1: Summary of the methodology for identifying strategic sites for the Wiltshire 2026 consultation:

Stage 1	Identification of potential sites for development within broad areas of search.
Stage 2	<p>Data gathering and site sift.</p> <p>A number of criteria were used to rule out sites not suitable for consideration as a strategic allocation. These criteria were:</p> <ul style="list-style-type: none"> <li>• Planning consent or Local Plan allocation.</li> <li>• Greenbelt.</li> <li>• Flood zones 2 or 3.</li> <li>• Sites of less than 1 hectare if they cannot be combined with other sites.</li> </ul> <p>A wide range of data was then collected for the remaining</p>

	sites. This included information on environmental constraints, transport, infrastructure and availability. A list of this data can be found in Appendix A.
Stage 3	Sustainability appraisal of the sites.
Stage 4	Development of initial options.  Initial findings and data for the towns was combined to develop initial options for the towns. This includes information from former district authority work, the Wiltshire Workspace and Employment Land Strategy, indicative housing numbers, Wiltshire Strategic Transport Assessment and completions and commitments. A list of this data can be found in Appendix A.
Stakeholder consultation	A stakeholder consultation on the options was held with infrastructure and service providers, and regulatory bodies.
Stage 5	Sustainability appraisal of initial options.
Stage 6	Identification of preferred strategic site options using the information from stage 4 and 5 and the stakeholder consultation.

### Sources of Sites

3.8 Potential sites for assessment, within the broad areas of search, were identified from a number of sources as follows:

- Wiltshire Strategic Housing Land Availability Assessment (SHLAA).
- Wiltshire Workspace and Employment Strategy.
- Regeneration sites.

Information on employment and regeneration sites can now be found in topic paper 7: economy and appendix 5 of this paper.

The list of sites contained in the SHLAA are obtained from the following sources:

- Sites formally allocated for housing which are unimplemented.
- National Land Use Database returns.
- Information from former Urban Capacity Studies.
- Inspection of OS base maps and aerial photographs.
- Officer knowledge.
- Sites identified through consultation by the former district authorities.
- A 'call for sites' exercise' when the original SHLAA was prepared.

The concept of the SHLAA was introduced in PPS3 and is intended to be a tool to aid the development of housing policy and proposals. It provides essential evidence on

the availability of deliverable and developable sites. The assessment of suitability of sites in the SHLAA has not been used to assess any of the sites or options and instead the sites have purely been used as an indication of where in the broad areas of search there are deliverable or developable sites available. Further assessment has been carried out of all of the sites and then options to decide on the direction of growth within the broad areas of search. In all broad areas of search there are numerous SHLAA sites for assessment. Had this not been the case, or if there appeared to be more sustainable land for development (that had not been promoted to the council ) further enquiries would have been made to discover if the sites could be put forward for development. This however was not necessary as there was a plenitude of sustainable sites in each location.

3.9 Preferred and alternative strategic site options were identified for each of the broad areas of search. The preferred options are shown in the table below.

Table 2: Preferred strategic site options identified in the Wiltshire 2026 consultation:

<b>Preferred option</b>	<b>Indicative housing allocation</b>
Strategically Significant Towns	
<b>Chippenham:</b> Land North East of Chippenham.	800 dwellings
<b>Chippenham:</b> Land East of Chippenham.	2666 dwellings
<b>Chippenham:</b> Town Centre Strategic Site.	184 dwellings
<b>Trowbridge:</b> Land South East of Trowbridge and a Town Centre Strategic Site.	2650 dwellings
Urban Extension to Swindon	
<b>West of Swindon:</b> Land at Ridgeway Farm and Pry Farm.	2800 dwellings
Market Towns.	
<b>Bradford on Avon:</b> Land at Moulton Estate.	150 dwellings
<b>Calne:</b> Land North East of Calne.	500 dwellings
<b>Corsham:</b> Land West of Corsham.	100 dwellings
<b>Devizes:</b> Land North East of Devizes.	700 dwellings – to be split between the three sites
<b>Devizes:</b> Land North West of Devizes.	
<b>Devizes:</b> Land South East of Devizes.	
<b>Malmesbury:</b> Land North of Malmesbury.	200 dwellings
<b>Marlborough:</b> Land at Salisbury Road.	260 dwellings

<b>Melksham:</b> Land East of Melksham and between Melksham and Bowerhill.	400 dwellings
<b>Tidworth and Ludgershall:</b> Land North West of Ludgershall.	1200 dwellings – to be split between the three sites
<b>Tidworth and Ludgershall:</b> Land South of Ludgershall.	
<b>Tidworth and Ludgershall:</b> Land in the centre of Tidworth.	
<b>Warminster:</b> Land North West and West of Warminster and a Town Centre Strategic Site.	900 dwellings
<b>Westbury:</b> Land at Matravers School and Redland Lane (and the relocation of Matravers School).	300 dwellings
<b>Wootton Bassett:</b> Land South of Wootton Bassett	150 dwellings

3.10 The core strategy identifies strategic employment sites. The Wiltshire 2026 document presented the proposed new employment allocations recommended in the DTZ Workspace and Employment Land Strategy. Further information can be found in Topic Paper 7: Economy and appendix 5 of this paper.

## 4.0 The Definition of Strategic and the Strategic Sites Toolkit

4.1 Following the Wiltshire 2026 consultation consideration was given to the definition of a 'strategic' allocation in the context of Wiltshire. In line with PPS12 and in response to the consultation response from the Government Office for the South West this is to ensure that the proposed site allocations in the draft core strategy are truly strategic in nature. Non-strategic site allocations will be made in consultation with the local community through the proposed neighbourhood planning process, a site allocations development plan document or through another planning mechanism if appropriate.

4.2 The definition of 'strategic' in PPS12 (see paragraph 2.1) is flexible to allow the term to be read within the context of place but PPS12 is also clear that non-strategic sites should not be included in the core strategy.

4.3 A toolkit has been developed to assist decisions on whether a site is 'strategic' in nature and therefore whether it should be included in the draft core strategy. The toolkit is based on web advice from the Planning Advisory Service (PAS)<sup>11</sup> and draft guidance that was published by the Advisory Team for Large Applications (ATLAS)<sup>12</sup>.

4.4 The PAS guidance states that sites should be incorporated in the core strategy to increase the certainty of the delivery of the strategic objectives. It specifically states

<sup>11</sup>PAS guidance: allocating sites <http://www.pas.gov.uk/pas/core/page.do?pageld=469051#contents-3>

<sup>12</sup> ATLAS (2009) DRAFT guidance note on strategic allocations within the core strategy.

that there is purposely no threshold set for the size or capacity of what constitutes a strategic site. Instead consideration should be given to the significance of the site for the delivery of the overall strategy:

“there is no size or capacity threshold....however, the approach to the inclusion must be proportionate to their significance in delivering the vision of the plan”

<http://www.pas.gov.uk/pas/core/page.do?pagelId=469051#contents-3>

- 4.5 The toolkit does not set any size or capacity thresholds but the advice has been adapted to ask five key questions that enable an officer to consider whether a site is strategic in the Wiltshire context. The questions are not designed to give a definitive answer but instead enable an officer to use their local knowledge to consider the questions and make a decision on whether the site should be identified as strategic. The toolkit is shown below in figure 1.

Figure 1: toolkit to assist defining ‘strategic’ sites:

Site:	
<p>1. (i) Is the site critical for the delivery of the overall strategy and objectives for Wiltshire? If so, how? (ie, without this site would the overall strategy for Wiltshire be at risk of failure?)</p> <p>(ii) Is the impact on the strategy or objectives of county wide significance? If so, how?</p> <p>(iii) Is it essential for the overall strategy and objectives for Wiltshire for the site to be delivered within the plan period? If so why?</p> <p>Please note that a site that simply contributes to key targets within the overall strategy for Wiltshire is not strategic unless without it that target might not be met.</p>	
<p>2. Does the site make a critical contribution towards any identified employment land or 5 year housing land supply deficit?</p> <p>(ie, is there a deficit and is the site deliverable within 5 years?).</p>	
<p>If you have answered yes to either all parts of question 1 (i, ii and iii), question 2 or question 3 please proceed to question 4.</p>	

If you have answered no to all three questions please proceed to question 5.	
<p>4. Can the site be delivered effectively through any of the following mechanisms?</p> <ul style="list-style-type: none"> <li>• Site allocations DPD.</li> <li>• Other policy in the core strategy, for example, development management policies or place specific criteria based policies.</li> <li>• Any other delivery vehicles, for example, a Planning Performance Agreement</li> </ul> <p>If not, why not?</p>	<p>If yes, please proceed to question 5</p> <p>If no then the site is strategic and can be included in the core strategy.</p>
<p>5. Are there any other reasons why the site should be included in the core strategy? If so please outline the justification for inclusion in the core strategy.</p>	<p>If no the site is not strategic.</p>

- 4.6 The summary of the outcomes of the application of the toolkit can be found in section 6. Further consideration of sites that have been identified as non-strategic will be carried out through assessment for a future document that will take forward non-strategic site allocations. The allocations of non-strategic sites will be taken forward either through a subsequent site allocations development plan document, through community led neighbourhood plans or through another planning mechanism all of which will need to be in line with the principles set out the Wiltshire Core Strategy.
- 4.7 Following this process only strategic sites were proposed in the 'Working towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document'.
- 4.8 The draft NPPF does not specifically say that only strategic sites can be allocated in the Local Plan. However in line with the ethos of localism and the proposed provision for communities to lead on neighbourhood plans the Wiltshire Core Strategy will retain only strategic sites, and non-strategic sites will be identified through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.
- 4.9 The consultation response to 'Working towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document' included proposals for other sites to be considered strategic, see section 6.

## 5.0 Assessing Alternative Options

- 5.1 It is essential to consider any new alternative sites that are submitted to the council during the plan making process and to ensure that all reasonable alternatives have been assessed. The assessment of new site options ensures that we have proposed the correct strategic sites and that they can be defended with robust evidence. This process was carried out in towns where a Wiltshire 2026 option has been identified as strategic in the process outlined in section 4<sup>13</sup>.
- 5.2 The methodology used to identify the Wiltshire 2026 strategic site options has been adapted to assess the alternative options for the strategic sites. This simplified methodology is shown in the table below, along with a comparison to the Wiltshire 2026 site selection process.

Table 2: Alternative site assessment process compared to the Wiltshire 2026 site selection process:

Stage	Methodology for identifying strategic sites	Methodology for assessing new alternative sites
1	Identification of sites.	Identification of alternative sites.
2	Data gathering and site sift.	Site sift (using data already gathered for the town). Only continue the process in towns where a Wiltshire 2026 site has been identified as strategic.
3	High level Sustainability Appraisal of individual site.	This stage has been taken out as a Sustainability Appraisal is carried out for options at stage 5.
4	Development of initial options using all evidence available for the town.	Add any new evidence to the stage 4 analysis.  Assess whether the site could be considered an option either by itself or in combination with any other sites. If the site cannot be part of a realistic option further assessment is not required.
5	Sustainability Appraisal of initial options.	Sustainability Appraisal of new options compared to Wiltshire 2026 preferred option <sup>14</sup> .
6	Identification of a preferred option.	Assess whether the preferred option

<sup>13</sup> Initial alternative options were also considered as part of Wiltshire 2026 work for all towns as identified in the Wiltshire 2026 Strategic Sites Background Paper:  
[http://www.wiltshire.gov.uk/wiltshire\\_2026\\_strategic\\_sites\\_background\\_paper\\_october\\_2009.pdf](http://www.wiltshire.gov.uk/wiltshire_2026_strategic_sites_background_paper_october_2009.pdf)

<sup>14</sup> This can be found in the Wiltshire Core Strategy Consultation Document Interim Sustainability Appraisal and Appendices.

		should change.
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### Alternative sites assessed following the Wiltshire 2026 consultation

- 5.3 In line with stage 1 of this methodology a list of all new alternative sites were collated for all towns where a Wiltshire 2026 site has been identified as strategic. A list of sites can be made available on request.
- 5.4 When a Wiltshire 2026 strategic site had been identified as non-strategic in the process outlined in section 4 no further assessment has been carried out of new alternative sites in those towns.
- 5.5 Stages 3-6 of the methodology have therefore only been applied to sites put forward in the towns of Bradford on Avon, Chippenham, Trowbridge, Tidworth and Ludgershall, Warminster and Westbury as the former Wiltshire 2026 preferred options have been confirmed as strategic.
- 5.6 For these towns sites that were affected by the following criteria were ruled out at the outset:
- Planning consent or Local Plan allocation.
  - Green belt.
  - Flood zones 2 or 3.
  - Less than 1 ha in size.
- 5.7 Following the application of the first three stages the following realistic **strategic** alternative options were identified:
- Land at the Moulton Estate, Bradford on Avon.
  - Land off Empress Way, south of Ludgershall.
  - Land east of the Deane, Warminster, in combination with part of land north and north west of Warminster.
  - Land at the Westbury United Football Club.
- Of these four options the full assessment was not completed for land off Empress Way, south of Ludgershall or land at the Westbury United Football Club. In Ludgershall the assessment was not completed because the number of homes delivered on an existing previously developed site in Ludgershall increased significantly, enough to warrant the removal of the greenfield part of the option south of Ludgershall (see summary table in section 6). Land at Westbury United Football Club cannot be defined as strategic in its own right.
- 5.8 In Trowbridge no sites were suitable as realistic alternative options for growth.
- 5.9 In Chippenham a full reassessment of all options was carried out following the community response to the Wiltshire 2026 consultation.
- 5.10 Further detail on the assessment of these alternative strategic options can be found in Appendix 2.



- 5.11 Further information on the assessment of potential employment sites can be found in Topic Paper 7: Economy and appendix 5 of this paper.
- 5.12 Following the consultation on 'Working towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document' in the summer 2011 no further new realistic alternative options have been identified in towns where a strategic site is proposed, see section 6.

## **6.0 Working towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Consultation Document (Summer 2011)**

- 6.1 Following the review of Wiltshire 2026 strategic sites and any alternative options identified at that time the Wiltshire Core Strategy Consultation Document proposed the following strategic sites:
- 150 dwellings and 2-3 hectares of employment provision on greenfield land at **Kingston Farm, Bradford on Avon.**
  - In **Chippenham** two options for strategic growth at the town were identified as follows:
    - 750 dwellings and 2.5 hectares of employment provision at **north east Chippenham** and up to 1500 dwellings and 28 hectares of employment provision within **south west Chippenham area of search.**
    - 750 dwellings and 2.5 hectares of employment provision at **north east Chippenham** and up to 800 dwellings, 28 hectares of employment land within **south west Chippenham area of search** and 2.5 hectares of employment provision and up to 700 dwellings **east of Chippenham.**
  - 550 dwellings on brownfield land on land at **Drummond Park, Ludgershall.**
  - 2650 dwellings and 30 hectares of employment provision as an urban expansion on greenfield land to the **south east of Trowbridge.**
  - 900 dwellings and 6 hectares of employment provision as an urban expansion on greenfield land to the **west of Warminster.**

### **Consultation Analysis**

- 6.1 Responses to the consultation on the Core Strategy Consultation Document have fed into the site selection process. Site specific comments are included in the summary table in section 7 and detailed comments for each community area can be found in the consultation report. The following points were also made:
- A number of responses called for sites to be reinserted or added as a strategic site.
  - Further assessment needs to be carried out of the impact of the options on Areas of Outstanding Natural Beauty.
  - Assessment needs to be carried out on the impact on the historic landscape.

### **Strategic sites**

6.2 A number of responses called for sites to be reinserted as a strategic site or to be added as a new strategic site. These have included<sup>15</sup>:

- Land at Quemerford, Calne.
- Land adjoining Oxford Road, Calne.
- Land at Wenhill Heights, Calne.
- Land at Silver Street, Calne.
- Land at Hillworth Road, Devizes.
- Land at Coate Bridge, Devizes.
- Land NE of Roundway Park, Devizes.
- Land east of Laywood, Devizes.
- Land at Reeds Farm, Malmesbury.
- Land at Park Road, Malmesbury.
- Land at Charlton Park, Malmesbury.
- Land north of the A3102, Melksham.
- Land south of Melksham.
- Highcroft Farm site, Melksham.
- Potential to enlarge the Local Plan East Melksham Strategic Site to the south.
- Land adjacent to the Ballards Ash sports hub.
- Land at Bore Hill Farm, Warminster.

6.3 No detailed comparative assessment has been carried out of these sites because either it is not proposed to identify a strategic site in these towns, or the sites were not considered likely to be strategic in nature. Instead the sites will be considered as part of a comprehensive site assessment process that will identify sites for non-strategic development through the neighbourhood planning process, site allocations development plan document or through another planning mechanism.

6.4 There are two cases where new proposed sites could be considered likely to be strategic in nature but in both cases there is a justification for why they will not be proposed at this time as follows:

- Development on land in Melksham that would facilitate the delivery of the restoration of the Wilts and Berks canal. There is currently insufficient detailed evidence on how development will achieve this aim. Further work can be carried out through the neighbourhood planning process, a site allocations development plan document or through another planning mechanism.
- Development on land south of Ludgershall that would enable strategic transport solutions to be considered for larger scale greenfield development in the town. Development is currently proposed on brownfield land in Ludgershall and further strategic greenfield development or wider transport strategies are not required at this time.

### **Further landscape work**

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<sup>15</sup> Further information can be found in the community area assessment of consultation comments.

- 6.5 Consultation responses called for further assessment of the landscape impacts of the options including the impact on the setting of Areas of Outstanding Natural Beauty (AONB). Further work has been carried out to assess the landscape impacts of the options. This can be found at appendix 4.
- 6.6 Consultation responses also called for an assessment to be made of the impact of the options on the historic environment. Further work is being carried out to assess the impact on the historic environment through a heritage study.

#### **Infrastructure consultation**

- 6.7 Further consultation has been held with infrastructure providers and key stakeholders on the strategic sites. The findings of this consultation have fed into the strategic site development proformas as detailed in section 9 and which can be found in appendix A of the core strategy. Further information can be found in topic paper 8: infrastructure and planning obligations.

#### **Further considerations**

##### **Five year housing land supply deficit in the Eastern Housing Market Area**

- 6.8 A review of the housing trajectory for the core strategy highlighted a deficit in the five year housing land supply in the eastern housing market area. This review used the latest housing figures and disaggregated supply based on the housing market areas identified in the draft Strategic Housing Market Assessment. As stated in paragraph 2.6 PPS3 requires local planning authorities to provide a five year supply of housing land. The draft NPPF now proposes to require a 20% official contingency requirement. Bearing in mind all these factors the housing land supply in the eastern housing market area was considered to be in deficit.
- 6.9 The toolkit identified to define strategic sites in section 4 includes the following criteria:
- “Does the site make a critical contribution towards any identified employment land or 5 year housing land supply deficit?”
- This enables a site to be identified as strategic if a deficit has been identified and certainty needs to be provided over the delivery of that site within five years. To resolve this deficit a decision was made to reinsert a strategic site back into the core strategy in the eastern housing market area.
- 6.10 A number of market towns have been identified for growth within the eastern housing market area namely Devizes, Marlborough and Tidworth and Ludgershall. Preferred strategic sites were identified in these towns in the Wiltshire 2026 consultation.
- 6.11 In Ludgershall a strategic site for 475 dwellings is proposed as a strategic site with some delivery within the five years of the plan. There are further greenfield opportunities in the town but they are likely to require strategic transport solutions and are unlikely to be delivered within five years.

- 6.12 In Devizes there are a number of smaller scale sites that can deliver growth for the town. There is however a traffic issue in the town and further work is being carried out to develop solutions to this through the Devizes Transport Strategy. Delivery of an effective growth strategy for Devizes needs to take the outcomes of this transport strategy into account and can be most effectively delivered through the identification of non-strategic sites through neighbourhood planning, a site allocations development plan document or some other planning mechanism.
- 6.13 In Marlborough a preferred site was identified in the Wiltshire 2026 consultation document and is supported by the town council. The site can be delivered within five years. The town is also constrained by its location wholly within the North Wessex Downs AONB which limits development opportunities around the town.
- 6.14 In conclusion it is proposed to identify 220 dwellings on land off Salisbury Road, Marlborough as a strategic site in the Wiltshire Core Strategy. It is identified as strategic because it will help provide a robust five year housing supply in the eastern housing market area and because the certainty an allocation will bring will enable greater control over the delivery of an environmentally acceptable proposal within the North Wessex Downs AONB.

#### **Land at Station Road, Westbury**

- 6.15 The former district local plans allocated a number of sites for housing and employment growth. Monitoring of these local plan allocations provides information on which of these allocations have been delivered and which have not come forward on the ground. Where these sites have not come forward but they are still deliverable it is proposed to save them as extant local plan allocations.
- 6.16 In the West Wiltshire Local Plan land at Station Road in Westbury was allocated for 180 dwellings. The allocation included the provision of a distributor road from Station Road through the development including the completion of a bridge over the railway line in conjunction with the proposed residential development north of Westbury Leigh.
- 6.17 This Local Plan allocation has not come forward and evidence has been provided to suggest this is because it is not deliverable in its current format. The current proposed road alignment would rely on compulsory purchase and does not make efficient use of land. It will also be necessary to increase the number of dwellings proposed for the site to ensure the full proposal is viable and capable of being delivered. An extant Local Plan allocation can only be saved in its current format. The site is not deliverable and cannot be carried forward as an extant Local Plan allocation.
- 6.18 A proposal has been put forward to increase the site area of the allocation and provide a new road alignment and approximately 250 dwellings. Consideration has therefore been given to whether this site should still come forward and whether it should be allocated as a strategic site.

- 6.19 The strategic sites toolkit has been applied to the site. The site will facilitate the delivery of essential infrastructure, which has been identified as a key priority by Wiltshire Council and the local community through a community-led town planning process, led by the Town Council and supported through consultation<sup>16</sup>. The new road will alleviate traffic on Oldfield Road, provide a new gateway to Westbury from the railway station and enable bus access to Westbury station which is currently not possible, thus improving connectivity between Westbury station and the town centre. The delivery of these infrastructure improvements is considered to be of strategic importance to the town and it is considered that this opportunity may be lost if the site is not allocated as strategic at this time.
- 6.20 This site is partially based on an extant Local Plan allocation and therefore to some extent the principal of development is already set on the site, a sustainability appraisal has been carried out of the new site area<sup>17</sup> and alternative sites have been considered through the Wiltshire 2026 work.
- 6.21 In conclusion is proposed to allocate 250 dwellings on land at Station Road in Westbury as a strategic site.

## **7.0 Summary of Strategic Site Process by Community Area**

- 7.1 The Wiltshire 2026 strategic site options were reviewed prior to the consultation on the Wiltshire Core Strategy Consultation Document summer 2011. The review covered an assessment of whether the sites were strategic, an assessment of any alternative sites in towns where a site was identified as strategic and consideration of the Wiltshire 2026 consultation findings.
- 7.2 Since then the consultation responses to the Wiltshire Core Strategy Consultation Document and any other new evidence has also been taken into account.
- 7.3 The table below provides a summary of:
- Whether a site is strategic.
  - Alternatives considered in towns where a strategic site is proposed.
  - Any further evidence including site specific consultation findings and input from stakeholders and infrastructure providers.

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<sup>16</sup> Westbury Vision and Scoping Study, Urban Practitioners.

<sup>17</sup> This can be found in the Sustainability Appraisal accompanying the draft Core Strategy.

Table showing summary of the strategic site selection process:

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
Chippenham	<p><b>A requirement of 4,500 of which 4,000 are within Chippenham town, was proposed to provide the accommodation requirements of the area, and to support future job growth at the town, enabling greater self-containment.</b></p> <p><b>2250 dwellings and 31-34 heactres of employment provision was proposed as strategic sites.</b></p> <p><b>2 options of a combination of strategic sites were proposed:</b></p> <p><b>Option 1: Land North East of Chippenham - 750 dwellings and 2.5 hecatres of employment provision.</b></p> <p><b>South West Area of Search - 1500 dwellings and 28 hectares of employment land provision.</b></p>	<p>The development provides a balanced urban expansion to Chippenham. Chippenham is identified as a principal town in the settlement strategy. Without these urban extensions there is a risk that the strategy for Wiltshire will fail. This is because without a balance of housing, employment and infrastructure Chippenham could deteriorate into a dormitory town, instead of becoming a self-contained town that is supported by the appropriate infrastructure for this level of growth.</p>	<p>The Wiltshire 2026 proposal was not wholly supported.</p> <p>The community expressed a lot of concern about the proposals for Chippenham and the role it should play over the next twenty years.</p> <p>In response to the concerns following the Wiltshire 2026 consultation Wiltshire Council decided to review all the sites for future development at Chippenham.</p> <p>Further consultation work included holding two workshops, a special board meeting and a developers forum meeting.</p> <p>A number of population projection scenarios were examined in detail to determine what an appropriate housing figure might be. Whilst there was</p>	<p>There was some support for the proposals for Chippenham, but it remains the case that there is concern about the proposals for Chippenham.</p> <p>Key messages about future development which reflect comments received during Wiltshire 2026 are:</p> <ul style="list-style-type: none"> <li>• The redevelopment of previously developed land should be a priority particularly in the case of Langley Park site.</li> <li>• Birds Marsh Wood County Wildlife Site is an important designation to which regard should be had.</li> </ul> <p>Key messages from the summer 2011 consultation are:</p> <ul style="list-style-type: none"> <li>• There is support for proposals to be employment led and</li> </ul>	<p>Chippenham is identified as a principal settlement. Along with Trowbridge and Salisbury, it offers the best potential to improve self-containment and enhance the economic performance of Wiltshire.</p> <p>The strategy for Chippenham supports the delivery of brownfield opportunities within the existing urban area but there is limited opportunity for the redevelopment of brownfield sites in Chippenham and it is necessary to identify greenfield sites on the edge of town.</p> <p>It remains the case that it is appropriate and necessary to allocate new sites for employment at Chippenham in order to ensure a sustainable</p>

<sup>18</sup> Alternatives that have been put forward that have already been assessed as part of the original Wiltshire 2026 work are not listed here. It should also be noted that the Wiltshire Strategic Housing Land Availability Assessment is constantly being updated and will provide a store of potential non-strategic sites.

<sup>19</sup> Detailed consultation analysis can be found in the Wiltshire 2026 Consultation Methodology and Output Report August 2010 and Appendices and in the consultation report of the public consultation held in June 2011.

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	<p><b>Option 2: Land North East of Chippenham – 750 dwellings and 2.5 hecatres of employment land provision.</b></p> <p><b>South West Area of Search – 800 dwellings and 28 hectares of employment land provision.</b></p> <p><b>East Chippenham (Rawlings Green) – 700 dwellings and 2.5-6 hectares of employment land provision.</b></p> <p>Wiltshire 2026 proposed 3466 dwellings on the following strategic sites:  Land East of Chippenham – 2666 dwellings and mixed use development.  Land North East of Chippenham – 800 dwellings.  A town centre strategic site was proposed. A number of potential town centre regeneration sites have been identified.</p>		<p>a difference of opinion, there seemed to be some general consensus a figure in the order to 4,000 new homes would be appropriate at Chippenham.</p> <p>Further details are available as part of the evidence base:  Topic Paper 16: Housing Requirement Technical Paper.  Chippenham Visioning Event Report Sept 2011.  Chippenham Workshop Report March 2011.  Details of the full reappraisal for allocations in Chippenham is explained at Appendix 3 of this topic paper.</p>	<p>that housing should be phased over time.</p> <ul style="list-style-type: none"> <li>• That alternative sites are more suitable for employment than Showell Farm i.e. J17, M4 and Land West of A350.</li> <li>• The Area of Search and particularly Showell Farm employment site will have a detrimental effect on the village of Lacock.</li> <li>• Essential infrastructure improvements are required to deliver benefits from improved movement of traffic around Chippenham.</li> <li>• Alternative sites should be reconsidered particularly Land East of Chippenham (Leazes Farm and Hardens Farm) which formed part of the Wiltshire 2026 proposals and Forest Farm.</li> </ul> <p>Work has taken place confirming that Showell Farm is deliverable for employment early in the plan period. However, the site area has been reduced</p>	<p>distribution and choice of employment sites will be provided at the town and to ensure the strategy to develop the strategic employment role of the town is achieved. Showell Farm remains identified as an employment site, albeit with a lower site area of 18 heactres. It is considered to be of strategic importance to deliver the employment strategy for Chippenham</p> <p>Option 2 is being taken forward as it offers the best opportunity to achieve the strategy for Chippenham, ensure employment land is delivered with housing and community facilities alongside:</p> <p>North Chippenham: 2.5 hectares of employment land and 750 dwellings</p> <p>Rawlings Green, East Chippenham: 700 dwellings and 6 hectares of employment land.</p> <p>South Chippenham:</p>

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
				<p>to 18 hectares to reflect the freehold ownership and that the site contains listed buildings.</p> <p>The recently completed Wiltshire Economic Needs Assessment confirmed that there is a strong demand and a serious shortage of supply of employment land at Chippenham and Chippenham is in danger of being completely overlooked as a potential business location in the future. It concludes that less additional employment land is required in Chippenham than was previously advised. However, it also acknowledges that Langley Park is an existing site which if redeveloped may mean that existing uses are replaced. If this is the case, then additional employment land may be required on top of the allocation as replacement demand.</p>	<p>Showell Farm: 18 hectares of employment land.</p> <p>Patterdown and Rowden: 800 dwellings.</p>
Trowbridge	<b>2650 dwellings and 30 hectares of employment provision as an urban expansion on greenfield land to the south east of Trowbridge.</b>	The urban expansion offers the opportunity to build on the town's role as the county town through a balanced urban expansion. The development will contribute towards a number of infrastructure projects for the	Wiltshire 2026 consultation document alternative options (2009).  No further realistic alternative options.	There was general support for the overall strategy for Trowbridge and a mixed response to the preferred strategic site option in Wiltshire 2026.	Allocate 2600 dwellings and 15 hectares of employment land as an urban extension on greenfield land to the south east of Trowbridge.



Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	<p>In the Wiltshire 2026 consultation (2009) a town centre strategic site was proposed. A number of potential town centre regeneration sites have been identified through the preparation of the Trowbridge Town Centre Master Plan, which will be adopted as supplementary planning guidance once completed. The Trowbridge Community Area core policies provide support for the emerging master plan within the Wiltshire Core Strategy.</p>	<p>town including the delivery of improvements to the A350 around Yarnbrook.</p>		<p>The recently completed Wiltshire Economic Needs Assessment concludes that less additional employment land is required in Trowbridge than was previously advised. The proposed allocation in the strategic urban extension has been revised to take into account this recommendation.</p> <p>It is important that a buffer is retained between the proposed strategic site and West Ashton.</p>	
Bradford on Avon	<p><b>150 dwellings and 2 to 3 hectares of employment land at Kingston Farm/ Moulton Estate.</b></p>	<p>Development on the site offers an opportunity to retain an important local employer already located in close proximity to the site, who may otherwise leave the town resulting in the loss of employment provision.</p> <p>The site will also offer the opportunity to facilitate an exemplar proposal for meeting sustainability standards including through the provision of renewable energy infrastructure as part of the wider development plans. A solar PV array has recently been constructed adjacent to the strategic site, and forms a key element of the</p>	<p>Wiltshire 2026 consultation document alternative options (2009).</p> <p>Land north of Holt Road. The specific opportunity on land at Moulton Estate, for the retention of an existing employer and the slightly closer proximity to the town centre mean that this site provides greater benefits than the land north of Holt Road.</p> <p>Splitting development between land at Kingston Farm and land at Holt Road. Splitting</p>	<p>Further work is required to assess impact on the Cotswolds AONB – this work has been carried out - see appendix 4</p>	<p>Allocate 150 dwellings and 2 to 3 hectares of employment land at Kingston Farm/ Moulton Estate in Bradford on Avon.</p> <p>Further work to assess the impact of development on the Cotswolds AONB has been carried out – see appendix 4.</p>

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
		energy strategy for the site.	development between the two sites is not considered a reasonable alternative as it would not be an effective use of greenfield land.		
Calne	None  500 dwellings were proposed as an urban extension to north east Calne in the Wiltshire 2026 consultation document (2009). Since then 285 dwellings have been granted planning permission via appeal. The remaining allocation in the town is non-strategic because whilst it would meet local housing need it does not have any significant impact on the strategic objectives for Wiltshire as a whole and can be delivered through an alternative mechanism.	N/A	Wiltshire 2026 consultation document alternative options (2009).  It is not proposed to allocate a strategic housing and mixed use site in Calne.  Non-strategic alternatives will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.	N/A	Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.
Corsham	None  100 dwellings on land west of Corsham was proposed in the Wiltshire 2026 consultation document (2009). The site has not been taken forward as it is non-strategic. The site is non-strategic because	N/A	Wiltshire 2026 consultation document alternative options (2009).  A number of large previously developed redundant MoD sites have been put forward in the community area which may become available for	N/A	Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	whilst it would meet local housing need it does not have any significant impact on the strategic objectives for Wiltshire as a whole and can be delivered through an alternative mechanism.		<p>development during the plan period. There has not been enough detail available on the deliverability of these sites to enable a thorough assessment of the sites to inform the Wiltshire Core Strategy at this time.</p> <p>It is not proposed to allocate a strategic housing and mixed use site in Corsham.</p> <p>Non-strategic sites will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p>		
Devizes	<p>None</p> <p>In the Wiltshire 2026 consultation document (2009) 700 dwellings were proposed on three sites on land to the north east, land to the north west and land to the south east of Devizes. The sites were not taken forward as they are non-strategic. These three sites will meet local housing need and potentially provide some</p>	N/A	<p>Wiltshire 2026 options</p> <p>It is not proposed to allocate a strategic housing and mixed use site in Devizes.</p> <p>Non-strategic sites will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p>	N/A	<p>Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p> <p>8.4 hectares of employment land is proposed on land at Horton Road, Devizes. See Appendix 5 and Topic paper 7: Economy</p>

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	employment opportunities for the Devizes Community Area. They don't however have any further significant impact on the strategic objectives for Wiltshire as a whole and could be delivered through an alternative mechanism.				for further information.
Malmesbury	None  200 dwellings were proposed to the north of Malmesbury in the Wiltshire 2026 consultation document (2009). The remaining allocation in the town is non-strategic because whilst it would meet local housing need it does not have any significant impact on the strategic objectives for Wiltshire as a whole and can be delivered through an alternative mechanism.	N/A	Wiltshire 2026 consultation document alternative options (2009).  It is not proposed to allocate a strategic housing and mixed use site in Malmesbury.  Non-strategic sites will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.	N/A	Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.
Marlborough	<b>220 dwellings on land east and west of Salisbury Road to the south of Marlborough.</b>  This proposed allocation was preferred in the Wiltshire 2026 consultation document (2009). Following the review of	Development on the site will ensure that a five year supply of deliverable housing land is maintained in the eastern housing market sub area.	Wiltshire 2026 consultation document alternative options (2009).  No further realistic alternative options.	Further work is required to assess impact on the North Wessex Downs AONB - this work has been carried out -see appendix 4	Allocate 220 dwellings on land east and west of Salisbury Road to the south of Marlborough.  Further work to assess the impact of development on the North Wessex Downs AONB has been carried

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	strategic sites it was designated as non-strategic as it met local housing needs only. However it has now become apparent that further deliverable housing land is required in the eastern housing market area to ensure that a robust five year supply of housing land is maintained and the site is now proposed as a strategic site, see paragraphs 6.8-6.14 <sup>20</sup> .				out – see appendix 4.
Melksham	None 400 dwellings were proposed to the east of Melksham in the Wiltshire 2026 consultation document (2009). Whilst this site would meet local housing need and provide some employment opportunities for the Melksham Community Area it does not have any further significant impact on the strategic objectives for Wiltshire as a whole. An appropriate site (or sites) in Melksham could	N/A	Wiltshire 2026 consultation document alternative options (2009).  A consultation representation has suggested that a site (or sites) for development should be allocated that would aid the facilitation of the restoration of the Wilts and Berks canal and that this could be considered strategic in nature. There is not enough evidence to propose this development at this time.	N/A	Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.

<sup>20</sup> In line with question 2 of the toolkit to assist defining 'strategic sites'.

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	be delivered through neighbourhood planning or a site allocations development plan document.		<p>It is not proposed to allocate a strategic housing and mixed use site in Melksham.</p> <p>Non-strategic sites will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p>		
Tidworth and Ludgershall	<p><b>475 dwellings on land at Drummond Park, Ludgershall.</b></p> <p>In the Wiltshire 2026 consultation document (2009) two other sites were identified – land south of Ludgershall and land at Zouch Manor Farm, Tidworth.</p> <p>Land at Zouch Manor Farm in Tidworth has not been taken forward as it is non-strategic. It is likely to deliver less than 100 dwellings and is therefore considered too small in this context to be strategic – it is likely to come forward through the development management process.</p>	The site offers the opportunity to support a more even balance between the military and civilian populations. The size of the allocation in comparison to the existing population of the towns is significant and offers the opportunity for the towns to better fulfil their economic potential.	<p>Wiltshire 2026 consultation document alternative options (2009).</p> <p>Land south of Ludgershall with a revised site boundary. This land was not pursued further because a greenfield site will not be allocated in Tidworth and Ludgershall at this time. The housing requirement can be met through land at Drummond Park and non strategic sites that will be identified through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p>	<p>There is currently a planning application in for land at Drummond Park – this covers most of the proposed strategic site. It has been highlighted through this process that further viability work needs to be carried out for the site.</p> <p>The rest of the land in the proposed strategic site comprises MoD land to the east and west of the Drummond Park site. Further meetings with the MoD have questioned whether this land is currently available for development. It is proposed to revise site boundaries to exclude this land.</p> <p>There is an issue related to</p>	<p>Allocate 475 dwellings on land at Drummond Park, Ludgershall with revised site boundaries that exclude the MoD land to the east and west of the site.</p> <p>Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.</p> <p>Further work to assess transport solutions.</p>

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	<p>Land south of Ludgershall – it is likely that the already permitted North East Quadrant development will provide some 450 additional private homes. Work carried out by Drivers Jonas Deloitte on behalf of Plain Action and the Military Civilian Integration Project has investigated a number of sites around Ludgershall and made specific recommendations regarding the Corunna Barracks and the Vehicle Depot.</p> <p>Given that a significant proportion of the total number of dwellings being planned for in the area are now likely to be delivered at the North East Quadrant and the proposed strategic site at Drummond Park, and that the future of the Corunna Barracks and Vehicle Depot are not yet understood, the greenfield sites to the south of Ludgershall do not need to be brought forward in the short-term.</p>			<p>the transport solution to the additional traffic generation on the site. Whilst technically it is possible to insert traffic signals the location for the traffic signals is not popular with the local community. Further work needs to be carried out to develop a solution to the additional traffic generated from the development.</p> <p>Promoters of a greenfield site south of Ludgershall have suggested that a strategic transport solution should be found to transport planning in the town. Long term, and potentially beyond this plan period, development south of Ludgershall may be appropriate in combination with wider transport measures. Currently the traffic generated by the proposed development at Drummond Park can be accommodated, the priority to redevelop previously developed land is therefore not overridden.</p>	
Warminster	<b>900 dwellings and 6ha of employment land west of Warminster.</b>	The level of growth provides the opportunity to facilitate balanced employment and housing growth	Wiltshire 2026 consultation document alternative options (2009).	A couple of additional sites have been promoted which adjoin the proposed urban	Allocate 900 dwellings and 6ha of employment land west of Warminster

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
	<p>In the Wiltshire 2026 consultation document (2009) a town centre strategic site was identified in Warminster. This reflected work at that time that was emerging on the Warminster Town Plan, including the provision of development on the Central Car Park site. This work is now being progressed through the Warminster Town Plan.</p>	<p>in the town as one holistic urban extension.</p>	<p>Land east of the Deane, has been identified as a realistic alternative option. This site provides an option in combination with part of the preferred option, so it splits the proposed development in Warminster onto two sites.</p> <p>The assessment included additional transport assessment.</p> <p>Ensuring that the elevated water phosphate concentrations can be resolved is expected to require onsite treatment. Although this will need to be informed by a Phosphates Management Plan, it is expected that solutions will be costly and so more cost effective on a single site rather than on mixed sites.</p> <p>Although land east of the Deane is considered to be a suitable development site, which could be considered for future non-strategic expansion to Warminster, it is not considered to be strategic and there is insufficient</p>	<p>extension:</p> <ul style="list-style-type: none"> <li>• Land at Folly Lane.</li> <li>• Land at 45 and 48 Bath Road.</li> </ul> <p>Land at Folly Lane (to the west of the rugby ground) has been considered suitable to form part of the strategic urban extension as it allow a natural boundary to be developed through affective master planning.</p> <p>Land at 45 and 48 Bath Road is not considered appropriate to add to the proposed strategic site as it is separated from the rest of the site by the Bath Road.</p> <p>A consultation response has proposed that land at Folly Farm, to the north west of Folly Farm and the sports ground is removed from the proposed strategic site. This will not be removed as it forms an important part of the extension where there is potential to focus development away from the setting of the AONB.</p> <p>Land at Bore Hill Farm has been put forward as a</p>	<p>and amend the site boundary once assessment has been made of the additional adjoining sites put forward.</p>



Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
			justification to split the proposed strategic development in the town. The development of a mixed use strategic urban extension on a single site offers the most sustainable option. The proposed urban extension has good linkages with the strategic road network without impacting on through town traffic.	strategic site. The site is not considered strategic. Non-strategic sites can be delivered through the neighbourhood planning process or a site allocations development plan document.	
Westbury	<p><b>250 dwellings on land at Station Road</b></p> <p>The Wiltshire 2026 consultation document (2009) proposed 300 dwellings on land at Matravers School and Redland Lane in Westbury, including the relocation of Matravers School. There is uncertainty about the deliverability of this project and considerable local opposition to this proposal following a Town Council led town planning project and it is considered more appropriate for the possible re-location of Matravers School to be considered through a potential future community led neighbourhood plan.</p>	Land at Station Road was a local plan allocation for 180 dwellings that delivered a distributor road. New evidence has shown that the site is not deliverable in its Local Plan format. A new proposal for approximately 250 dwellings and a new road alignment offers the opportunity to provide vital infrastructure for the town which will alleviate traffic on Oldfield Road, provide a new gateway to Westbury from the railway station and enable bus access to Westbury station which is currently not possible, thus improving connectivity between Westbury station and the town centre. See paragraphs 6.15-6.21.	Wiltshire 2026 consultation document alternative options (2009).	The infrastructure benefits of delivering land at Station Road have been identified through the town planning process as a priority by Westbury Town Council.	Allocate 250 dwellings on land at Station Road, Westbury.  14.7 hectares of employment land is proposed on land at Mill Lane, Hawkeridge, Westbury. See Appendix 5 and Topic paper 7: Economy for further information.

Community Area	Proposed strategic site in Wiltshire Core Strategy Consultation Document (in bold) and former proposed sites	Why is it strategic?	Realistic alternatives considered <sup>18</sup>	Further evidence including site specific consultation findings <sup>19</sup> where relevant	Outcome
Wootton Bassett	None  The Wiltshire 2026 consultation document (2009) proposed 150 dwellings south of Wootton Bassett. The site was granted planning permission via appeal.	N/A	Wiltshire 2026 consultation document alternative options (2009).  It is not proposed to allocate a strategic housing and mixed use site in Wootton Bassett.  Non-strategic alternatives will be assessed through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.	N/A	Identify non-strategic sites through the neighbourhood planning process, a site allocations development plan document or some other planning mechanism.

## 7.0 South Wiltshire Proposed Strategic Sites

- 7.1 The South Wiltshire Core Strategy, relating to the former Salisbury district area, is advanced and its completion will enable new housing sites to be identified before the Wiltshire Core Strategy is in place to ensure a five year housing land supply can be maintained in the South Wiltshire housing market area. The South Wiltshire Core Strategy, essentially a transitional document, will in effect be replaced by the Wiltshire wide Core Strategy when the latter document is adopted. The strategic sites identified in the South Wiltshire area will then form part of the Wiltshire Core Strategy.
- 7.2 The South Wiltshire Core Strategy identifies a number of strategic sites. The methodology for identifying these sites can be found on the links to the following background papers:
- South Wiltshire Core Strategy Topic Paper 19: Identification of Strategic Growth Areas Paper 1 (February 2008):  
[http://www.wiltshire.gov.uk/south\\_wiltshire\\_core\\_strategy\\_topic\\_paper\\_19\\_-\\_identification\\_of\\_strategic\\_growth\\_areas\\_paper\\_1\\_february\\_2008\\_.pdf](http://www.wiltshire.gov.uk/south_wiltshire_core_strategy_topic_paper_19_-_identification_of_strategic_growth_areas_paper_1_february_2008_.pdf)
  - South Wiltshire Core Strategy Topic Paper 19: Identification of Strategic Growth Areas Paper 2 (July 2008):  
[http://www.wiltshire.gov.uk/south\\_wiltshire\\_core\\_strategy\\_topic\\_paper\\_19\\_-\\_identification\\_of\\_strategic\\_growth\\_areas\\_paper\\_2\\_july\\_2008\\_.pdf](http://www.wiltshire.gov.uk/south_wiltshire_core_strategy_topic_paper_19_-_identification_of_strategic_growth_areas_paper_2_july_2008_.pdf)
- 7.3 The strategic sites being taken forward in the draft South Wiltshire Core Strategy are:
- 1250 dwellings and 8 hectares of employment land at Fugglestone Road, Salisbury.
  - 500 dwellings at Hampton Park, Salisbury.
  - 450 dwellings and 8 hectares of employment land at Longhedge, Old Sarum.
  - 1100 dwellings on land at Churchfields and Engine Sheds and 5 hectares of employment land to be retained.
  - 450 dwellings and 3 hectares of employment land at UKLF, Salisbury.
  - 200 dwellings and 40,000 square metres of external retail and leisure floorspace at the Central Car Park, Salisbury.
  - 1300 dwellings at Kings Gate, Amesbury.
  - 4 ha of employment land at the former Imerys Quarry.

Further information can be found in the South Wiltshire Core Strategy Proposed Submission Document on the following link:

[http://www.wiltshire.gov.uk/south\\_wiltshire\\_core\\_strategy\\_proposed\\_submission\\_document\\_july\\_2009.pdf](http://www.wiltshire.gov.uk/south_wiltshire_core_strategy_proposed_submission_document_july_2009.pdf)

## 8.0 Proposed Strategic Sites in the Wiltshire Core Strategy

8.1 Based on the evidence presented in this paper the following strategic sites are proposed for inclusion in the Wiltshire Core Strategy:

- 150 dwellings and 2-3 hectares of employment provision on greenfield land at **Kingston Farm, Bradford on Avon.**
- 750 dwellings and 2.5 hectares of employment land on land to the **north of Chippenham.**
- 700 dwellings and 6 hectares of employment land on land at **Rawlings Green, East Chippenham.**
- 800 dwellings and 18 hectares of employment land on land to the **south west of Chippenham.**
- 475 dwellings on brownfield land on land at **Drummond Park, Ludgershall.**
- 2600 dwellings and 15 hectares of employment provision as an urban expansion on greenfield land to the **south east of Trowbridge.**
- 900 dwellings and 6 hectares of employment provision as an urban expansion on greenfield land to the **west of Warminster.**
- 220 dwellings on land at **Salisbury Road, Marlborough.**
- 250 dwellings on land at **Station Road, Westbury.**

8.2 A number of key **town centre regeneration sites** are identified in Chippenham and Trowbridge. In Chippenham these are outlined in Core Policy 9: Chippenham central Area of Opportunity. In Trowbridge these are identified in Core Policy 28: Trowbridge Vision Areas of Opportunity. In both cases further work will be carried out to encourage the regeneration of these sites through masterplanning work.

8.3 Further information on employment sites can be found in Topic Paper 7: Economy and appendix 5 of this paper.

## 9.0 Next Steps

### Masterplanning

9.1 The sites identified above will be brought forward through a site masterplan which will be developed through a partnership between the private and public sector. This masterplan will guide the private sector led delivery of the site.

9.2 In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of

planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated.

- 9.3 An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

#### **Additional Evidence**

- 9.4 The site selection and delivery process is an ongoing and evolving process. Any new evidence that comes forward will feed into the process. Strategic site development proformas have been compiled for each of the proposed strategic sites. These include place specific requirements and both essential and place shaping infrastructure requirements including physical infrastructure, green infrastructure, biodiversity, landscape and flood considerations. A viability assessment has been carried out for each site using the information in the strategic site proformas. A summary of the strategic site development proformas can be found in Appendix A of the Core Strategy

#### **Non-Strategic Sites**

- 9.3 In addition to strategic sites, non strategic allocations will need to be brought forward to deliver the jobs and homes proposed in Wiltshire. These will be identified either through a subsequent site allocations development plan document, through community led neighbourhood plans or through some other planning mechanism all of which will need to be in line with the principles set out in the Wiltshire Core Strategy.

## Appendix 1: List of data informing the site selection process

Data informing the Wiltshire 2026 site options (2009):

Data theme	Data	Stage of methodology applied <sup>21</sup>
Environmental considerations	Agricultural land quality	From stage 2
	Ancient woodland, community forest and local woodland	From stage 2
	Amenity value	From stage 2
	Archaeology	From stage 2
	Areas of Outstanding Natural Beauty	From stage 2
	Biodiversity	From stage 2
	Conservation Areas	From stage 2
	Contaminated land	From stage 2
	County wildlife sites	From stage 2
	Flood risk	From stage 2
	Greenfield or brownfield land	From stage 2
	Historic parks and gardens	From stage 2
	Local air quality and noise pollution	From stage 2
	Minerals reserves	From stage 2
	Scheduled Ancient Monuments	From stage 2
	Sites of Special Scientific Interest	From stage 2
	Special Areas of Conservation	From stage 2
	Special Protection Areas	From stage 2
Strategic and local landscape designations	From stage 2	
Transport	Accessibility	From stage 2
	Detailed traffic modelling for Chippenham, Devizes and Trowbridge	From stage 4
	The Wiltshire Strategic Transport Assessment. This includes data on access to essential services and facilities, bus connectivity, rail connectivity, highway capacity and journey to work assessments	From stage 4
Infrastructure	Infrastructure requirements and costs	From stage 5
Deliverability	Availability of land	From stage 2
	Achievability of development on the land	From stage 2

Information from meetings with key stakeholders such as internal landscape and ecology colleagues and statutory consultees. These were held at the end of 2009 and mid 2011. Further information can be found in the Infrastructure Delivery Plan.

Wiltshire Strategic Housing Land Availability Assessment (SHLAA)

<sup>21</sup> The methodology is summarised in table 1 in section 3 of the topic paper.

Wiltshire Workspace and Employment Land Strategy (2009)

Work carried out by the former district councils on the Local Development Framework for the area and the evidence that supported it.

Information on completions and commitments from annual monitoring.

**Further evidence informing the options since the Wiltshire 2026 consultation:**

Responses to the 'Wiltshire 2026' consultation.

Responses to the 'Wiltshire Core Strategy Consultation Document' June 2011

Evidence from the ongoing infrastructure work, comments from key stakeholders and the emerging Infrastructure Delivery Plan - further information can be found in the Infrastructure Delivery Plan.

Information on delivery from the promoters of the sites.

Detailed landscape assessment – see appendix 4.

Traffic modelling for Chippenham and Trowbridge.

## Appendix 2: Alternative Sites

No new realistic alternative strategic sites have been submitted following the consultation held in the summer 2011. A number of sites have been submitted that are either in a town where a strategic site is not being promoted or where the sites are not considered likely to be strategic in nature. These sites included:

- Land at Quemerford, Calne.
- Land adjoining Oxford Road, Calne.
- Land at Wenhill Heights, Calne.
- Land at Silver Street, Calne.
- Land at Hillworth Road, Devizes.
- Land at Coate Bridge, Devizes.
- Land north east of Roundway Park, Devizes.
- Land east of Laywood, Devizes.
- Land at Reeds Farm, Malmesbury.
- Land at Park Road, Malmesbury.
- Land at Charlton Park, Malmesbury.
- Land north of the A3102, Melksham.
- Land south of Melksham.
- Highcroft Farm site, Melksham.
- Potential to enlarge the Local Plan East Melksham Strategic Site to the south.
- Land adjacent to the Ballards Ash sports hub.
- Land at Bore Hill Farm, Warminster.

The sites will be considered as part of a comprehensive site assessment process that will identify sites for non-strategic development through the neighbourhood planning process, site allocations development plan document or through another planning mechanism.

There are two cases where new proposed sites could be considered likely to be strategic in nature but in both cases there is a justification for why they will not be assessed further at this time as follows:



- Development on land in Melksham that would facilitate the delivery of the restoration of the Wilts and Berks canal. There is currently insufficient detailed evidence on how development will achieve this aim. Further work can be carried out through the neighbourhood planning process, a site allocations development plan document or through another planning mechanism.
- Development on land south of Ludgershall that would enable strategic transport solutions to be considered for larger scale greenfield development in the town. Development is currently proposed on brownfield land in Ludgershall and further strategic greenfield development or wider transport strategies are not required at this time. Further work can be carried out through the neighbourhood planning process, a site allocations development plan document or through another planning mechanism.

**List of Alternative Options Identified following the Wiltshire 2026 consultation (2009):**

- Full reappraisal of all sites in Chippenham – this is covered in appendix 3.
- Land at the Moulton Estate, Bradford on Avon.
- Land off Empress Way, south of Ludgershall (site referred to above as land south of Ludgershall).
- Land east of the Deane, Warminster (in combination with part of land north and north west of Warminster).
- Land at the Westbury United Football Club.

**Land off Empress Way, south of Ludgershall**

In Ludgershall the assessment was not completed because the number of homes delivered on an existing previously developed site in Ludgershall increased significantly, enough to warrant the removal of the greenfield part of the option south of Ludgershall (see summary table in section 7).

**Land at the Westbury United Football Club**

In Westbury the assessment was not completed because and at Westbury United Football Club cannot be defined as strategic in its own right.

## Land at the Moulton Estate, Bradford on Avon

Sustainability Appraisal of new option compared to the preferred option

A summary of the results of the SA, that informed the consultation in the Summer 2011, of the land north of Holt Road compared to the preferred option (at the Moulton Estate) is provided below. It should be noted that a SA was previously carried out for the land adjacent to Holt Road (the wider site) as part of the work to identify strategic site options for the Wiltshire 2026 consultation. However, the SA summarised below focuses on the smaller site (land north of Holt Road).

Comparison of options - <b>Bradford-on-Avon</b>																	
SA objective	1 Biodiversity	2 Land and soil	3 Waste	4 Water resources	5 Flood risk	6 Pollution	7 Climate change	8 Historic	9 Landscapes	10 Housing	11 Health	12 Poverty/deprivation	13 Community facilities	14 Education and skills	15 Transport	16 Economy	17 Employment
<b>Wiltshire 2026 preferred option for Bradford-on-Avon</b>	-/?	-	+	0	0	-	++	?	0	++	+	+	+	+/?	+/?	++	++
<b>New option – land north of Holt road</b>	-/?	-	-/?	-/?	+	-	-/?	-/?	-/?	++	+	+	+/?	+/?	-/?	+	++/?

The summary of the SA results indicates that the main areas of difference between the new option (land north of Holt Road) and the previous preferred option (land at Moulton Estate) are as follows:

- **Waste:** The land at the Moulton Estate performs better because it is proposed to be highly sustainable, meeting a high level of the Code for Sustainable Homes. If this includes high recycling and waste management facilities the development could provide improved facilities to the community. The promoters for the land north of Holt Road have not provided any details regarding the sustainability of development at this stage.
- **Water resources:** The land at the Moulton Estate performs better because it is proposed to be highly sustainable (see above). No details are available at this stage as to the level of sustainability proposed at the land north of Holt Road.
- **Climate change:** The land at the Moulton Estate performs better because it is proposed to be highly sustainable (see above) and there are specific opportunities to provide renewable energy on or close to the site. No details are available regarding any potential renewable energy provision at the land north of Holt Road.

- **Historic Environment:** There is not considered to be a significant difference between the performances of the two sites against this objective. The land at the Moulton Estate scores '?' whilst the land north of Holt Road scores '-/?'. A Grade 1 Listed House and Gardens are adjacent to the land at the Moulton Estate and should be protected from development impacts. Both sites are adjacent to conservation areas: the land north of Holt Road is adjacent to the Woolley Conservation Area, and the land at the Moulton Estate is adjacent to the Bradford on Avon Conservation Area. Any development would need to be sensitive to the setting of the Conservation Area.
- **Landscapes:** The land at the Moulton Estate performs better because development can occur behind an existing tree/hedge line and landscape impacts should be minimal. An area of GI will be maintained on the south of the site. For the land north of Holt Road the SA notes that provision of 150-200 dwellings may have adverse effects on the rural character of the area, and could detract from the distinctiveness and setting of the Conservation Area.
- **Transport:** The land at the Moulton Estate performs better because it is located in proximity to the town centre with good public transport links. There are opportunities to provide safe pedestrian routes to the town centre. The SA notes that the land north of Holt Road is less accessible to the town centre than other options. Concerns are also raised about potential increases in traffic on Cemetery Lane and Woolley Street (which are inappropriate for increases in traffic levels).
- **Economy:** The land at the Moulton Estate performs better. Both options offer scope to provide some employment space alongside residential development. However, there is a specific opportunity at the Moulton Estate for an existing local business (Moulton Cycles) to expand.

At this stage the SA concluded that the Moulton Estate site performs better against the range of sustainability objectives. Further details of any development proposed on land north of Holt Road are required before this assessment can be re-visited.

### Updated SA

The promoters of land north of Holt Road submitted a response to the consultation held in the summer 2011. As a consequence the SA comparing the two sites has been revisited. The results of the revised SA are as follows:

Extract from the SA February 2012:

*"In the Core Strategy consultation document (June 2011) an additional potential strategic housing option was considered for Bradford on Avon at Land north of Holt Rd and subject to sustainability appraisal. The sustainability appraisal concluded that 'the Moulton estate (now Kingston Farm) site performs better against the range of sustainability objectives, and therefore should remain as the preferred strategic option'.*

In light of responses received from stakeholders during the consultation period June-August 2011, a review has been carried out of the sustainability appraisal assessment for both strategic sites under consideration. The full sustainability appraisal assessment, including the review of the original preferred option, is presented in Appendix I. A summary of assessment results and discussion of significant effects is given below:

Sustainability objective																	
Site	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1- Kingston Farm (review)	-/?	-	-	-/?	-/?	-	-	-/?	-	+	+	+	+	+	-/?	+	++
Option 2- Land north of Holt Rd. (review)	-/?	-	-	-	0	-	-	-/?	-	+	+	+	+/?	+	-/?	+	++/ ?

### ***What significant effects are envisaged?***

The review of the Kingston Farm and land north of Holt Road sites has resulted in a number of amendments being made to the assessment scores, most notably in relation to the climate change, housing and economic development assessment for Kingston Farm.

The number of new dwellings proposed (150) is relatively modest and whilst providing benefits for that objective is not considered significant and will not significantly improve the affordability issues in Bradford-on-Avon. It is also considered that development will not have significant benefits against the 'climatic factors' objective – this level of housing and employment growth will result in additional emissions through energy use and travel no matter how sustainable the buildings are or what level of renewables are incorporated on site.

Mixed-use development on either site can provide a significant level of new employment land for Bradford-on-Avon that will help increase self-containment and help retain and attract businesses. However, there are specific traffic and air quality issues in the town which further development is likely to exacerbate and without long-term solutions being found this could damage the local economy.

A number of other specific concerns have been highlighted in the assessment, specifically relating to potential adverse effects on biodiversity, historic environment, landscapes and transport. However these are not considered significant in relation to the level of growth proposed for either site because mitigation measures (as described in Appendix I) are possible.

With regards issues concerning bats and transport it is possible that cumulative effects in conjunction with multiple small scale developments throughout Bradford-on-Avon could pose future problems. However, the development of one large site will allow effective mitigation measures to be put in place to resolve significant issues.

***What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these two sites?***

There are no likely significant adverse effects considered with either site. Specific concerns highlighted regarding bats, proximity to heritage designations, landscape, air quality and transport must be resolved prior to any development commencing – the location of new development, design quality and significant investment in sustainable transport solutions as well as highway/junction improvements to Holt Rd will allow development to go ahead avoiding potential significant effects.

***Have any further options been considered for Bradford on Avon that might be considered 'reasonable alternatives' to the two strategic options?***

In response to the June 2011 Core Strategy consultation a partial allocation of the land north of Holt Road site was suggested for around 50 dwellings, up to 45,000 sq ft of employment, and provision for required community facilities. It was suggested that the identified needs in Bradford on Avon could be appropriately addressed through this partial allocation in conjunction with the Kingston Farm site.

It was suggested that the Kingston Farm site would be unable to accommodate the entire strategic allocation of 150 dwellings and 2-3 hectares of employment at a development density in keeping with the local area, whilst also incorporating appropriate mitigation measures, hence the partial development of land north of Holt Road would allow the strategic housing requirement to be accommodated without significant adverse environmental impacts. It was also suggested that if both sites were allocated it would be likely that a more comprehensive package of transport related benefits could be delivered.

A combined site approach is not considered to be a reasonable alternative to the options already considered for future development sites in Bradford on Avon. This 'combined site' approach would lead to the development of a larger area of land with potentially greater biodiversity, landscape, heritage and transport impacts without providing a corresponding increase in the number of houses and employment delivered. The options for future development in Bradford on Avon are severely limited, with only a defined area of land to the east of the town currently excluded from the Green Belt (an area which includes the Kingston Farm site, the land north of Holt Road site and the Golf Course site).

It is therefore considered appropriate to take a prudent approach to the allocation of land so that options may remain for further development beyond the Core Strategy period. It is not considered that either site would be unable to accommodate 150 dwellings and 2-3 hectares of employment land and appropriate mitigation measures can be identified through the master planning process. Given that the 'combined site' is not considered to be a reasonable alternative and that both sites have been considered through the sustainability appraisal process, this alternative option has not been assessed further through the sustainability appraisal."

Broad area of search/ town: Bradford on Avon	
Outline of option: Land north of Holt Road	
Yield	390 dwellings (at 50 dph). The promoters of the site have suggested that up to 150 dwellings and employment space and community infrastructure could be provided.
Infrastructure comments	<p>The infrastructure comments do not refer specifically to the land north of Holt Road, because this site was not considered as an initial option at the time of the infrastructure consultation. However, a number of comments may nonetheless be relevant, and these include the following key points:</p> <ul style="list-style-type: none"> <li>• Sites north of the river enable access to Melksham, Trowbridge and Bath without needing to travel through the town centre.</li> <li>• Up-sizing of sewers and reinforcement of low pressure mains for gas are likely to be required.</li> <li>• Any landscape impacts on the AONB would need to be considered (though this is located on the other side of town).</li> <li>• There are bat related SSSIs nearby and it is therefore likely that the site would need to be ground-truthed with respect to bat-supporting habitat.</li> <li>• Any development close to the edge of town could cause the loss of green infrastructure for existing residents.</li> <li>• Allotment provision would be needed, as there are currently only 8 allotments for the whole of Bradford on Avon.</li> <li>• Play facilities would also be needed.</li> <li>• Development on land at Holt Road would require a safe cycling/pedestrian route avoiding the B3107.</li> <li>• Financial contributions would be necessary to expand the primary school and put infrastructure into the secondary school.</li> <li>• A contribution to expansion of the cemetery would be sought.</li> </ul>
Site visit comments	<p>Site includes a derelict nursery. Site is adjacent to the existing built form of Bradford on Avon. Potential impact on entrance to the historic town of Bradford on Avon along the Holt Road, though it may be possible to mitigate any impact through screening. Site is gently sloping down to the south east. The site is adjacent to the Woolley Conservation Area to the west, with some properties in the Conservation Area overlooking the site. A quiet residential area to the west could be impacted if employment development were located in close proximity to existing dwellings. The site includes hedgerows, trees and areas of vegetation: removal of these may have implications for wildlife. There are likely to be access constraints. An existing public footpath crosses the site, and there is also an informal path crossing the site.</p>
Availability	The promoters state that the site is readily available, and that its development is technically feasible.
Opportunities	<ul style="list-style-type: none"> <li>• Opportunity to provide 150 dwellings and some employment space and community infrastructure. The site is excluded from the Green Belt and is well-related to the existing built form of Bradford on Avon.</li> <li>• No major constraints to development have been identified, although further information may be required with regards to</li> </ul>

	<p>bat habitat and potential impact on the Woolley Conservation Area and on the entrance to the historic town of Bradford on Avon. There are also concerns around access, and potential increase in traffic on inappropriate roads (Cemetery Lane and Woolley Street).</p> <ul style="list-style-type: none"> <li>• Promoters of the site have indicated that there is potential to provide additional community allotments, enterprise centre and/or additional recreation/leisure facilities to address identified deficiencies (e.g. tennis courts, playground, skateboard park).</li> <li>• Promoters of the site have also indicated that the development could lead to improvements to the local highway network, and that a new bus stop would be provided.</li> <li>• There may be an opportunity to provide a Sustainable Urban Drainage System.</li> <li>• There may be an opportunity to provide a footway/cycle path to the play area and allotments on the northern side of Bradford on Avon.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• Likely that the site would need to be ground-truthed with respect to bat-supporting habitat.</li> <li>• Further information/assessment needed regarding potential impact on the Woolley Street Conservation Area.</li> <li>• Mitigation of any impact on the entrance to Bradford on Avon along the Holt Road needed.</li> <li>• Transport assessment required.</li> <li>• Financial contributions would be necessary to expand the primary school and put infrastructure into the secondary school.</li> <li>• A contribution to expansion of the cemetery would be sought.</li> <li>• Allotment provision and play facilities would be needed.</li> <li>• A safe cycling/pedestrian route to the town centre would be needed (avoiding the B3107).</li> </ul>
SA result	There are no likely significant adverse sustainability effects considered with either site.
Recommendation	The Moulton Estate should remain as the preferred option for up to 150 dwellings and mixed use development at Bradford on Avon. Whilst the site at Holt Road is suitable for development and can also offer sustainability benefits there is a specific opportunity on the Moulton Estate site for the provision of employment development (to enable Moulton Cycles to expand). The Moulton Estate is also located in closer proximity to the town centre. The land north of Holt Road may be a suitable location for the provision of further residential and employment development in the future but at this stage it is considered that the Moulton Estate is the preferred location for development.

**Land east of the Deane, Warminster (in combination with part of land north and north west of Warminster).**

**Stage 5: Sustainability Appraisal of new option compared to the preferred option**

A summary of the SA on the new option is outlined in the Wiltshire Core Strategy SA Report and is repeated below. Detail of the assessment is presented in the appendices to the main SA Interim Report.

Land east of The Dene would make a suitable location for housing development but would not be large enough to accommodate all anticipated housing growth in Warminster. It is possible that a combination of this site and the original preferred option to the west of Warminster may result in reduced through traffic travelling through the town centre to Kingdown School, as Land East of The Deane is closer to the school. However this is uncertain and any other traffic from Land East of the Dene, travelling to the north, west or south of Warminster would in fact be likely to increase through town traffic.

**Stage 6: Identification of the preferred option**

Broad area of search/ town: Warminster	
Outline of option: Development to be split between the West and East of Warminster on land identified as preferred in Wiltshire 2026 and Land East of The Dene	
Yield	900
Summary of stage 4 findings	Consultation responses indicate local concern for all development to be located to the west of Warminster and possible traffic flows to Kingdown School. A new option should be considered which splits development to both the east and west of Warminster.
Infrastructure comments	No additional comments received.
Site visit comments	There are no obvious constraints to development and the site could accommodate some growth for Warminster. Access to Boreham Road is considered realistic.
Availability	The site is understood to be available for development in the early part of the plan period.
Opportunities	The site could accommodate some growth for Warminster. It is well located to Kingdown School and Woodcock industrial estate.
Challenges	It is important to consider how allocating a strategic site will assist in meeting the plan objectives for Warminster as a whole and it is considered that a single urban extension will maximise the opportunities to do this. Ensuring that the elevated water phosphate concentrations can be resolved is expected to require onsite treatment. Although this will need to be informed by a Phosphates Management Plan, it is expected that solutions will be costly and so more cost effective on a single site rather than on mixed sites. The site to the west of Warminster is extremely well related to the strategic highway network and although land East of the Dene is well related to Kingdown School, any journeys from this site to the north, west or south of Warminster are likely to increase through town traffic.
SA result	The site is suitable for development but the impacts on traffic flows in Warminster are inconclusive.
Recommendation	For the reasons outlined above, the original option is preferred and Land East of the Dene should not be incorporated into the strategic



	site. Land East of The Dene may be an appropriate location to accommodate some future housing growth in Warminster, but this would not be classed as strategic and would need to be assessed further either through a neighbourhood plan or site allocations development plan document.
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## **Appendix 3: Site Selection Update for Chippenham**

### **Full reappraisal of all options in Chippenham**

#### **1. Stages 1 and 2 of the site selection methodology:**

1.1 In the initial methodology we ruled out any sites that were not preferable as part of a strategic site options. Detailed information on these criteria is available in paragraph 5.1 of the Wiltshire 2026 Strategic Sites Background Paper published in 2009. Sites that are not deliverable during the plan period should not be taken forward.

#### **2. Summary of original stage 4 assessment**

2.2 The original Stage 4 assessment highlighted that Chippenham is a strategically significant town and is therefore identified for significant housing and employment growth. It also highlighted that there are a number of regeneration opportunities in the town centre and that the Chippenham Vision group are developing a strategy to deliver the regeneration of Chippenham town centre. The assessment explained that Chippenham is well connected to the M4 and intercity rail links and that in recent years there has been a lack of available housing land in Chippenham and work is being advanced to ensure land is available for development.

2.3 The original Stage 4 assessment identified four options for delivering the identified housing and employment allocation at Chippenham. These were:

Option 1: Land to the north and east of Chippenham

Option 2: Land east of Chippenham

Option 3: Land south of Chippenham

Option 4: Land to the north and south of Chippenham

2.4 All options contained the strategic regeneration site incorporating the development of two sites – Land at Middlefield Training Centre and Land at Westinghouse Sports Ground.

2.5 Other sites had been considered at Stage 4 but were not taken forward as options. Sites west of Chippenham were not taken forward because these sites are adjacent to the A350 and the area is separated from the rest of the town by this road. Land north of Barrow Farm was not taken

forward as an option because it is adjacent to Birds Marsh County Wildlife site and contains grade 1 agricultural land. Land south west of Chippenham was not taken forward because it contains grade 1 agricultural land, is in a Minerals Safeguarding Area and is affected by a buffer zone for the sewage works and because the smaller sites would be isolated from wider development taking place in the area.

- 2.6 The original stage 4 assessment also referred to the results of the Wiltshire LDF Strategic Transport Assessment 2009, available to view at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>. The transport assessment tested various areas of search in and around the town for accessibility, bus connectivity, highway capacity, journey to work, access to a railway station and rail connectivity. These results are reproduced below in table 1. The periphery of Chippenham scored relatively low. This largely reflects the very low bus connectivity scores.

Table 1: Strategic Transport Assessment 2009 Scores for Chippenham:

<b>Area of Search – a map is available in the Strategic Assessment itself</b>	<b>Total Score</b>
<b>A</b>	<b>34</b>
<b>B</b>	<b>32</b>
<b>C</b>	<b>33</b>
<b>D</b>	<b>33</b>
<b>E</b>	<b>33</b>
<b>F</b>	<b>32</b>
<b>G</b>	<b>32</b>
<b>H</b>	<b>31</b>

I	33
J	37
K	33
L	34
M	30

2.7 A traffic model has been developed for Chippenham and scenario testing was carried out using this model. This is available at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>

The outcomes from this scenario testing indicated that an increase in the number of journeys in Chippenham would be likely to lead to the A350 road to the west of Chippenham becoming increasingly congested. In turn, this is likely to lead to an increase in the number of journeys on less suitable roads. Improvements to the A350 would be required.

### 3. Summary of Stage 6 of the Methodology

- 3.1 Stage 6 identified a preferred strategic site option for Chippenham comprising an urban extension to the north and east of Chippenham and a town centre strategic site. It included two small sites within the town centre called Middlefield Training Centre and Land at Westinghouse Sports Ground. It was stated that further work is required to assess employment land at Chippenham. However, Hunters Moon and Land at Showell Farm were identified as being likely to provide suitable employment land in this area and could provide a large proportion of the additional employment land required.
- 3.2 This option was preferred because it provided one main coherent urban extension to the east and north of Chippenham that would provide a mix of housing and employment, within close proximity of the town centre and the railway station. It could also enable the development of an eastern distributor road. The town centre site would enable regeneration opportunities in the town to be taken forward.
- 3.3 Three alternative options were not taken forward. Option 2 focussed on land east of Chippenham and was not preferred because of the need for a new eastern distributor road and railway bridge. This option proposed employment at Hill Corner Road but with no additional housing in the area, which could prejudice the delivery of the road. Option 3 identified land south of Chippenham. This was not preferred because some sites had been discounted as they are affected by flood issues, a Minerals Safeguarding Area, Grade 1 agricultural land and the sewage treatment works. The remaining land was considered to be less well connected with the town and the railway station with existing services located further away. Option 4

focussed on land south of Chippenham and land north east of Chippenham. This option was not preferred because it distributed the housing development between the north and south of Chippenham and would create difficulties in planning for and delivering infrastructure requirements.

#### **4. Findings from Wiltshire 2026 consultation**

4.1 The responses showed there was a lot of concern about the proposals for Chippenham and the role it should play over the next twenty years. There was considerable opposition to the level of development proposed for the town and in particular:

- The effect on the flora and fauna of Birds Marsh and the Avon and Marden Valleys.
- The detrimental impact on Chippenham of 3,430 houses and over 15,000 extra people.
- The increased risk of flooding.
- The capital and on-going maintenance cost of the new road that will include new rail and river bridges.

4.2 It was suggested alternative options are comparable to, if not better than the preferred option to the north and east of the town, including the option of a southern expansion of the town and an alternative geographically distributed option. 4.3 A brief summary of other findings of the Wiltshire 2026 consultation relating to Chippenham is provided below. Further details are available in the Wiltshire 2026 Consultation Methodology and Output Report available at: <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/wiltshirecorestrategy/wiltshire2026.htm>

- Dualling the A350 is counter to the aims of sustainable development and will anyway be unnecessary in the context of the Vision of Wiltshire in the future as road transport is discouraged.
- A bus station with full facilities is needed for Chippenham and low floor buses to serve the town. The coach station serves the town. The coach station needs upgrading.
- A key issue for Chippenham is flooding.
- There are no jobs in Chippenham. All new residents will have to travel, meaning there will be no reduction in travel.
- A large part of Chippenham falls within a Groundwater Source Protection Zone (SPZ2). Some types of development may not be suitable in SPZ2, or they might need specific assessment/mitigation to prevent impact on groundwater. River corridor enhancement should be added as an opportunity, possibly including hydropower potential at Chippenham.
- Chippenham is already overpopulated for its size. It needs more employment. There is a need to get businesses to relocate to Chippenham using incentives. The argument that extra houses will lead to business is wrong. Unless there is an attractive business environment, no businesses are going to locate to Chippenham.
- The high level of out-commuting, in part due to the good road and rail links is true and the reason most people choose to live here.

- Chippenham is of strategic importance to the county. There are a lot of great facilities such as the railway station and the new heritage centre. The town centre does need expanding to ensure that the shops are attracted to Chippenham. It is easier to get to Bath, which has shops people want to use.
- The issue of traffic congestion is a significant problem for Chippenham. There is the opportunity to deliver safe cycle access from Calne, Melksham and Corsham to mitigate the impact of commuter traffic on the A350.

## **5. Findings from infrastructure consultation**

- 5.1 The Infrastructure Delivery Plan (IDP) sets out the infrastructure necessary to deliver development proposed in the Core Strategy. Discussions with service providers during the Wiltshire 2026 Core Strategy consultation in 2009 identified the following infrastructure requirements for the Chippenham Community Area. Some of the points relate to the level of development proposed and the preferred options in Wiltshire 2026. Some are relevant to other sites and Chippenham as a whole:
- NHS Wiltshire advised that a new dental practice in Chippenham offering NHS treatment to around 12,000 patients opened in 2010 and was part of a three year £3 million investment in NHS density in Wiltshire. It had 5500 NHS patients on the books, with capacity for at least another 6500 over the next two years.
  - There are four general practice surgeries in Chippenham and three of these are already at capacity. There is a focus on delivering services locally, this means there is more work for GPs. Usually, there are about 1700 people per GP and about 3000 people per dentist. The large housing area would probably need a new GP practise, however it is difficult to establish one with sites being developed in phases. There might be potential for a shared site with the fire service or police. Land would need to be allocated within the site as a minimum.
  - The hospital in Chippenham is crucial to Wiltshire. Increases in population will have a knock-on effect, especially on the community teams. Investment will be made over time in the present Chippenham Community Hospital targeted at the fabric of the existing buildings to bring them up to condition b standard. A business case was submitted in 2009 for part of the £750m national initiative for Enhancing Community Hospital Services, but was rejected. The old Chippenham health centre in Goldney Avenue is being disposed of.
  - The Leisure Facilities Team advised that facilities at the Olympiad Leisure Centre include a 25m leisure pool, with flumes, rapids and water cannon, a sports hall, gym, three squash courts, a fitness studio, a spinning studio and a function and conference hall. As part of the Leisure Facilities Review, major improvements and refurbishments are planned for the Olympiad Leisure Centre. This is scheduled to take place through 2011 to 2016 period

of the Leisure Facilities Replacement, Refurbishment and Development Proposals. Developer contributions would be wanted to help fund a teaching pool at Chippenham.

- Wiltshire Police Estates Strategy (2008) identifies the Chippenham Police Station for redevelopment/replacement between 2010 and 2013. The Strategy cites poor working conditions, electrical problems and the issues of housing non-sector staff. It is unlikely that the options would require provision of additional facilities for the sole use of Wiltshire Police. However, Wiltshire Police are interested in considering proposals for co-location of facilities with similar public sector organisations. Extra housing is likely to particularly affect two areas of police work: the neighbourhood policing teams and responses to, for example 999 emergency calls. Work is being done nationally with regard to developer contributions.
- Great Western Ambulance Service(GWAS) advise that the main ambulance station is located to the north of the town. It has reached the end of its life.
- Wessex Water advised that the sewage treatment works are located to the south of Chippenham. Works to bring sewers to the north east Chippenham and east Chippenham sites would be required and would be expensive. Development to the south of Chippenham is the cheapest option for sewerage. However, the reservoirs for Chippenham are located to the north of the town and there would be some expense in connecting water to the site.
- Wales and West Gas advised that there are no major issues with gas provision. However, to connect the north east Chippenham site to the gas mains a relatively long and thus more expensive connection would be needed.
- Scottish and Southern Energy advised that there are two primary sub-stations in Chippenham. The first option would be to try and supply all developments from these; secondly look at reinforcing these sub stations and only as a final solution look at installing a new primary sub-station within the development site. Scottish and Southern Electricity may find that the capacity that is currently spare is used if the industrial areas are developed first and this may change which sites are easy to supply for housing.
- A large children's centre has been developed at Pewsham, Chippenham. Childcare provision in Chippenham is currently close to capacity. Extra childcare provision will be needed alongside the large ongoing housing developments in Chippenham.
- The Education Service advised that for primary schools, three new two forms of entry (2FE) primary schools would be required in the eastern site and one new form of entry would be required in the northern site, with financial contributions for infill development. New primary schools could be built within the potential development sites as part of a greenfield housing development. The situation with secondary schools in Chippenham is complicated. Hardenhuish and Sheldon schools are oversubscribed and also take students from South Gloucestershire. There is no spare capacity at the Hardenhuish and Sheldon schools. Abbeyfield school to the east has spare capacity and in the short term could accommodate some additional school places. However, it is not as popular as the two established schools in the area. For 3000 houses, there would be a real debate about the need for a new secondary school. Modelling will need to be carried out to assess the need. The reserve position is to require a site for a new secondary school. The approach taken depends on the number and location of additional new houses.

- Wiltshire Fire and Rescue advised that the developments in Chippenham equate to growth of about 25%. Extra infrastructure will be needed to cope with this growth. Where large new development is being planned a shared drop in centre with other services might be the best option.
- The Library Service advised that the library in Chippenham needs replacing. The priority is a central location for a library building. The location of development is less important than the density and the number of dwellings
- Wiltshire College advised they have no immediate infrastructure needs other than to plan for the replacement of buildings that are coming to the end of their useful life. The college was reviewing its need for existing residential property with a view to some disposals in order to help fund some capital development for the campus. No major capital funding support was identified in the short term.

## **6. Response to Wiltshire 2026 consultation**

- 6.1 In response to the concerns raised during the Wiltshire 2026 Core Strategy consultation in 2009 Wiltshire Council decided to review all the options for future development at Chippenham. A report was taken to the Cabinet Meeting held on 20th April 2010, where Cabinet approved that a further public consultation exercise be undertaken on the future development options for Chippenham.
- 6.2 The further informal consultation work included holding two workshops attended by representatives from Wiltshire Council, Chippenham Vision Board, statutory bodies, town and parish councillors, the local community and residents groups.
- 6.3 The first workshop was held in September 2010. The key objective of the workshop was to seek to build consensus and contribute to the development of a Vision for Chippenham that is responsive to local ambitions and community requirements. The outcomes suggested that there were a clear set of key aspirations that could be used as the basis for creating elements of a vision statement for the future of the town. The top 11 aspirations were:
- The river is an asset – improve and integrate with the town.
  - Improve leisure facilities for the young.
  - Generate innovation in delivery – a creative approach to development with distinctive high quality – design competitions.
  - Clean and green – green energy – open spaces.
  - Enhance the retail provision.
  - Improve/utilise the railway connections.
  - Make better links between education and business.



- Safe and crime free communities – address anti-social behaviour.
  - Co-ordinate and integrate development into affordable existing and new transport facilities.
  - Encourage workers back to Chippenham – more jobs – a good workforce is already in Chippenham but working elsewhere.
  - Encourage a balanced community which meet all its housing needs.
- 6.4 The participants prepared concept plans to enable them to explore potential spatial options and development opportunities/areas for realising the key aspirations of the vision. Scenarios for the level of development included a zero or low growth option and three higher growth options of up to 3000, up to 4500 and up to 5500 dwellings. The scenarios were taken from the headline numbers identified previously for Chippenham in the Wiltshire Structure Plan 2016 or proposed for the Chippenham area at different stages of the RSS process.
- 6.5 There were very strong feelings and views on the issue of housing numbers, growth and what is appropriate for Chippenham. Although participants put forward potential development options in response to a particular growth scenario, this should not be viewed as an endorsement of the growth scenario and was done in the full expectation that any options generated would be subject to further investigation.
- 6.6 There were a significant number of examples identified of where there was a clear opportunity presented by a potential development option in whole or in part to advance a key aspiration or key vision theme.
- 6.7 Further details are available in the Chippenham Visioning ATLAS Report available at:  
<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>
- 6.8 The second workshop was held in March 2011. The objective of the second workshop was to seek to build consensus regarding future development of the town. The aims of the workshop were:
- To consider the future housing requirement for Chippenham; and
  - To consider where growth should be located.
- 6.9 The workshop began with a presentation about the evidence and consultation work to develop a Vision for Chippenham, which had resulted in a series of vision statements being prepared:
- **Chippenham will strive to be as attractive as possible in terms of shopping and leisure provision and will emphasise its role as a Riverside Market Town surrounded by beautiful countryside and attractive villages.**

- **Chippenham will recognise and build on its natural assets and its important heritage will be cherished. Its setting on the River Avon will be its defining and connecting feature. Its active riverfront combined with the historic centre, the market, pleasant parks and open spaces; provides a thriving artery and distinctive identity for the town.**
- **Chippenham will be a place where young people choose to stay to live and work, because of the excellent education facilities, the choice and quality of work, range of leisure opportunities and access to housing.**
- **Chippenham will be a retail destination of choice for the surrounding area due to its range of shops, excellent market, lively cafes and restaurants and leisure facilities which are complemented by its programme of events, festivals and activities.**
- **Chippenham will take advantage of its excellent rail and road links and its position on the high tech corridor between London, Bristol and beyond. It will strengthen its offer and role as a business location ensuring people can live and work locally.**
- **Chippenham will have an integrated approach to transport so that traffic flow will be more efficient, the town centre will be less congested and there will be improved access for sustainable modes of transport.**

Further details are available at [www.thechippenhamvision.co.uk](http://www.thechippenhamvision.co.uk).

6.10 This was followed by a presentation to set the context for the discussions about considering the housing requirement for Chippenham. The Wiltshire 2026 proposal of 5,740 homes for the Community Area as a whole, of which 5,230 were proposed at Chippenham itself, was not wholly supported, and so a number of scenarios were examined to determine what an appropriate figure might be.

6.11 The key outcomes were:

- It is clear that the local community consider that brownfield land should be developed first before any greenfield sites. At the same time it was also recognised that there is a shortage of employment land available in the town. The delivery of economic growth and employment opportunities is considered to be important and it was recognised that economic development can help to reduce out-commuting and provide greater opportunities for existing residents as well as making the town an attractive employment centre for young people and school leavers.
- There was genuine concern, based on historic experiences of housing development being delivered without the necessary infrastructure to support such growth. Housing should not be provided in isolation instead future development must ensure that infrastructure is planned alongside development. In addition housing should be delivered to meet a variety of different needs, including key workers, young families and the elderly.
- There was general support for Chippenham's future development to meet the natural demand for housing whilst also providing for employment growth with less support for providing for high levels of growth that would allow existing commuting levels to be perpetuated. Any development must firstly take advantage of brownfield opportunities and only then look to appropriate greenfield sites. In terms of the delivery of development in Chippenham it is clear that employment delivery must come forward in the short-term to help improve the self-containment of the town and to

reduce out-commuting levels. Longer-term development should then be balanced to ensure there is a better balance between residents and job opportunities.

- Whilst there was a difference of opinion, there seemed to be some general consensus that a figure in the order of 4,000 new homes would be appropriate at Chippenham to support future job growth at the town while providing for the needs of a growing, aging population and delivering the proposed strategy to address out-commuting levels.

6.12 Key Messages about the location of future development which emerged are:

- The redevelopment of previously developed land should be a priority particularly in the case of the Langley Park site.
- Birds Marsh Wood County Wildlife Site is an important designation to which regard should be had.
- Although designations should be adhered to, there may be pockets of land which are suitable for development, for example, adjacent to the river, but outside of the flood zone; land adjacent to Abbeyfield School and land adjacent to Showell Farm.
- Showell Farm was identified as the largest potential employment site, benefitting from its location next to the A350.
- It was suggested that M4 Junction 17 area be considered as an alternative site for employment.

Further details are available in the Chippenham Workshop March 2011 report at :

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>

6.13 A developer's forum and a special Chippenham Area Board Meeting were also held to ensure developers and the local community were kept informed about the progress of the Core Strategy and the proposals for Chippenham.

## **7. Further Strategic Sites Analysis Following Consultation with the Local Community**

7.1 The evidence base for the strategic sites analysis was then reviewed and updated, taking into account the reduction in the amount of housing to be provided at Chippenham and consultation with the local community. All the sites promoted by landowners and developers at Chippenham were subject to a revised SA/SEA appraisal. Table 2 below sets out the sustainability appraisal sites summary. Further details are available within the Interim Sustainability Appraisal Report published alongside the Core Strategy consultation document in June 2011 which is available at:

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/wiltshirecorestrategy/wcsconsult2011.htm>

Table 2: Sustainability Appraisal of Sites compared with Preferred Option in Wiltshire 2026

SA objective  (refer to SA Framework for further details)	1 Biodiversity	2 Land and soil	3 Waste	4 Water resources	5 Flood risk	6 Pollution	7 Climate change	8 Historic	9 Landscapes	10 Housing	11 Health	12 Poverty/deprivation	13 Community facilities	14 Education and skills	15 Transport	16 Economy	17 Employment
<b>Wiltshire 2026 preferred option for Chippenham</b>	-	-	-/?	-	-	-	-	0	?	++	+	+	+/?	+	-	++	++
<b>Chippenham option 1a- North Chippenham</b>	--/?	-/?	-/?	-/?	0	-/?	-/?	-/?	-/?	+	+/?	+/?	+/?	+/?	-/?	+/?	+/?
<b>Chippenham option 1b North Chippenham - north of Barrow farm and east of Birds Marsh Wood</b>	--/?	--/?	-/?	-/?	0	-/?	-/?	-/?	-/?	+	?	+/?	?	?	--/?	+/?	+/?
<b>Chippenham option 2 East Chippenham</b>	-/?	--/?	-/?	-/?	-/?	-/?	--/?	-/?	-/?	++	++/?	+/?	+/?	+/?	-/?	++	+/?

<b>Chippenham option 3</b> Forest Farm	0/?	-	-/?	-/?	0	-/?	-/?	0	-/?	+	+/?	+/?	+/?	0	-/?	+/?	0
<b>Chippenham option 4</b> South of Pewsham	-/?	--/?	-/?	-/?	-/?	-/?	--/?	-/?	-/?	++	++/?	+/?	+/?	+/?	--/?	++	+/?
<b>Chippenham option 5</b> Patterdown and Rowden	-/?	--/?	-/?	-/?	-/?	-/?	--/?	-/?	-/?	++	++/?	+/?	+/?	+/?	--/?	++	+/?
<b>Chippenham option 6</b> Hunters Moon	-	-	-/?	-/?	-/?	-/?	-/?	0	-/?	+	+/?	+/?	+/?	+/?	-/?	+	0
<b>Chippenham option 7</b> West Chippenham	-	-	-/?	-/?	-/?	-/?	-/?	--/?	0/?	?	?	?	?	?	-/?	+/?	?
<b>Chippenham option 8</b> Town centre strategic site	-/?	++/?	-/?	-/?	-/?	-/?	-/?	-	-	+/?	+/?	+/?	+/?	+/?	++/?	++	+/?

7.2 The sustainability appraisal of those additional options highlighted a wide range of issues and likely significant effects but was unable to recommend one particular site above other options because one site did not stand out above all others in sustainability terms. It was reiterated that there are few specific environmental constraints that would prevent development taking place at any of the sites and that development could be considered in a number of locations to maximise the strengths that each site offers, whilst avoiding areas of particular environmental concern, including the River Avon, Rowden Conservation Area and Birds Marsh Wood. It recommended that further consideration be given to the locations for strategic housing in Chippenham, taking account of the findings of that work and further consultation with stakeholders.

- 7.3 At this stage the SA/SEA report concluded that in terms of significant positive effects, the town centre strategic option is likely to give the greatest benefits overall in terms of proximity to existing services, facilities and public transport hubs, making use of brownfield sites and being able to provide higher density development. This location may also reduce travel need and provide the greatest employment opportunities. However, in terms of housing provision, it is only likely to meet a fraction of future need in Chippenham and there are some constraints relating to impacts of development on heritage areas, listed buildings and valued landscapes, including the River Avon meadows.
- 7.4 The larger urban extension proposals, in the south and east, were very similar in their assessment scores, and further detailed information would be required to be able to differentiate further. There are few specific environmental constraints to development in these areas, apart from the River Avon corridor. Development proposals for options in the south and east propose protection and enhancement measures for the River Avon and its floodplain and the options appear to be large enough to accommodate development without encroaching on areas of flood risk. Proposals for both areas also include significant transport infrastructure, including a new distributor road, the impacts of which will require further analysis. Both options are capable of providing a wide range of infrastructure and community facilities that this size of development would need.
- 7.5 Smaller options assessed, on their own, would not result in the same level of environmental, social and economic benefits as the larger options across the wide range of sustainability objectives, unless combined with the larger options. They are unlikely to meet housing and employment land need on their own or generate the level of contributions towards infrastructure, transport, education, healthcare and community/recreational facilities that Chippenham needs. However, the smaller size of these sites could mean there are fewer environmental impacts than the larger options and this assessment has shown that there are no absolute constraints to development at any of the options - other studies of Chippenham's needs will ultimately feed into the decision making process.

## **8. Chippenham Options Presented in Core Strategy Consultation Document 2011**

- 8.1 Policy CP5 in the Core Strategy Consultation Document Summer 2011 presented two options for strategic sites at Chippenham:
- Option 1: North East Chippenham: 2.5ha employment and 700 dwellings. South West Chippenham Area of Search: 28 ha employment land and up to 1500 dwellings.
- Option 2: North East Chippenham: 2.5ha employment and 750 dwellings. South West Chippenham Area of Search: 28 ha employment land and up to 800 dwellings. East Chippenham: 2.5ha employment and up to 700 dwellings.

A non strategic site – land south west of Abbeyfield School (Landers Field) was identified to deliver new homes as part of a sustainable mixed use site including a business/enterprise centre linked to Abbeyfield School.

- 8.2 These options were arrived at after taking into account the proposed reduction in the overall number of houses to be provided during the Core Strategy plan period arrived at following consultation with the local community and because they provided the best opportunity to address key messages which emerged from the Chippenham Visioning Workshop (September 2010) and Chippenham Workshop (March 2011).
- 8.3 Core Policy 5 supported the delivery of suitable brownfield sites in the town. The brownfield potential of sites in Chippenham was reviewed in the Strategic Housing Land Availability Assessment. This identified an indicative number of 385 sites that could come forward on large sites and an allowance was also made for a further 160 dwellings on small sites within Chippenham. As stated at paragraph 5.1.22 in the Core Strategy Consultation Document Summer 2011:

*“This indicates it is appropriate to make an allowance for a total brownfield potential of approximately 545 dwellings. Given the limited opportunities for the redevelopment of brownfield sites in Chippenham means it is necessary to identify greenfield sites on the edge of the town.”*

- 8.4 The Wiltshire Workspace and Employment Land Study (July 2009) indicated that employment sites at Hill Corner and Showell Farm were attractive to the market. However, during the site selection process it was recognised that although Showell Farm is conveniently located adjacent to the A350 road, it is divorced from the town centre. It was considered appropriate that Showell Farm should be part of a sustainable urban extension to Chippenham to enable the area to be fully integrated with the town. Land in the Patterdown and Rowden area of Chippenham had previously been discounted in Wiltshire 2026 consultation document published in 2009 because of the designations in the area. After further consideration, it was considered that there are opportunities for housing provision on the edges of the Rowden Conservation Area.
- 8.5 The previous preferred option in Wiltshire 2026 consultation document (2009) proposing development north and east of Chippenham was discounted because:
- The reduced housing requirement for Chippenham meant that the entire site was not now required.
  - Evidence set out in the Wiltshire Workspace and Employment Land Study (July 2009) indicated that 6ha of employment land could be provided in phase 1, but that alternative employment sites at Hill Corner and Showell Farm are attractive to the market and offer better opportunities to deliver employment land in the phase 1 of the plan period at Chippenham prior to significant housing development taking place.

#### **Stage 5: Sustainability Appraisal of New Options Compared to the Preferred Option in Wiltshire 2026**

- 8.6 A summary of the results of the SA/SEA for the two options compared to the preferred option in Wiltshire 2026 is provided in Table 3 below.

Table 3: Sustainability Appraisal for Options 1 and 2 compared to the preferred option in Wiltshire 2026

SA objective	1 Biodiversity	2 Land and soil	3 Waste	4 Water resources	5 Flood risk	6 Pollution	7 Climate change	8 Historic	9 Landscapes	10 Housing	11 Recreation	12 Deprivation	13 Community facilities	14 Education and skills	15 Transport	16 Economy	17 Employment
Wiltshire 2026	-	-	-/?	-	-	-	-	0	?	++	+	+	+/?	+	-	++	++
New option 1	-/?	--	-/?	--	-	-/?	--	-/?	-	++	+/?	++	++	++	--	++	++
New Option 2	-/?	--	-/?	--	-	-/?	--	-/?	-	++	+/?	++	++	++	--	++	++

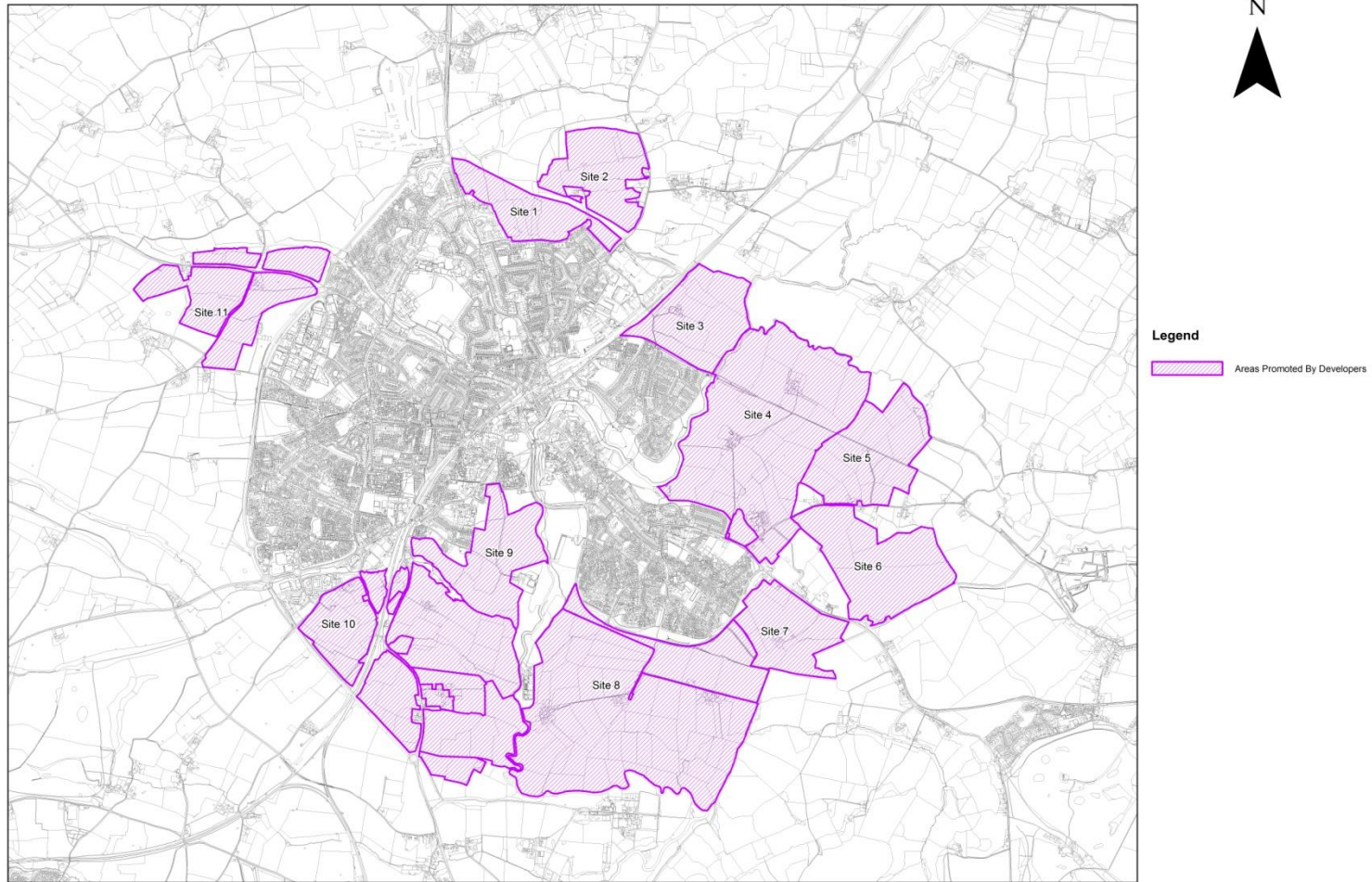
- 8.1 At this stage the SA concluded that Options 1 and 2 both distribute development on a number of sites which could mean there are fewer environmental impacts as there are opportunities to avoid development in proximity to sensitive environmental receptors. Both options propose development on brownfield sites that are close to the town centre and will benefit from proximity to public transport hubs and a concentration of services and facilities. The more dispersed nature of these new options will allow adverse impacts to be reduced as development is not concentrated in one place. There will be a more localised impact of development distributed over several areas of the highway network, although perhaps reduced scope to deal with highway capacity issues in a coherent manner and to deal with significant infrastructure requirements.
- 8.2 The following table sets out the key points from Wiltshire 2026; further evidence and analysis and comments received during the additional consultation events in Chippenham on a site by site basis which led to the identification of Options 1 and 2 for consultation in the Wiltshire Core Strategy Consultation Document 2011. Figure 1 below shows the location of each site.





Figure 1 Chippenham Potential site Locations

## Potential Development Sites For Chippenham



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**Table 4: Chippenham Site Selection Analysis Leading to Identification of Options 1 and 2 in Wiltshire Core Strategy Consultation Document 2011**

	<b>Site 1 North Chippenham</b>
Yield	The promoters of the site have suggested it could deliver approximately 750 houses and 2.5ha employment land. Will include a new primary school; neighbourhood centre and open space. The site could begin to be delivered early in the plan period and therefore would contribute to meeting the 5 and 10 year housing supply.
Opportunities	<ul style="list-style-type: none"> <li>• This greenfield site could be delivered either as a standalone urban extension site or form the first phase of development to the north/east of Chippenham.</li> <li>• The delivery of a road link between Malmesbury Road and Maud Heath Causeway could benefit the movement of traffic around the town, including the relief from some existing traffic travelling from the east of the town to the A350 and M4. Further traffic modelling work is required.</li> <li>• The Transport Strategy Team advises there is the opportunity to improve the A350 Malmesbury Road junction and suitably designed linked roads through the development would maximise the opportunities to extend the town bus service or divert Malmesbury Road bus services. The site is in close proximity to the town centre and the railway station, providing good access to services and facilities.</li> <li>• The employment land is easily accessible from the A350, enabling easy access to and from the M4.</li> <li>• A buffer zone will limit the impact of development on Birds Marsh Wood. The Strategic Landscape Team have suggested 100m is appropriate.</li> <li>• Birds Marsh Wood is nearby, is designated as a County Wildlife Site and is a significant local landscape feature. The woodland is currently in poor condition due to: <ul style="list-style-type: none"> <li>○ Rhododendron choking out much of the native ground flora, dominating much of the woodland;</li> <li>○ Other non-native species including sycamore and laurel also having a negative impact;</li> <li>○ Bracken dominating the ground flora in some places;</li> <li>○ Streams are overgrown and shaded;</li> <li>○ Footpaths are not maintained or managed and are in very poor condition due to the high levels of use and wet condition of the underlying soil.</li> </ul> </li> <li>• The Wiltshire Wildlife Trust and Strategic Landscape Team advise there is potential for significant restoration of the woodland. This would be a long-term restoration given the extent of the rhododendron which will have to be removed gradually and regularly treated until eradication is complete. Community involvement would be</li> </ul>

	<p>important in order to get the wood into favourable condition and avoid much of the negative impressions of development on the woodland. This could be delivered through a management plan for the area, with the agreement of the landowner and in collaboration with Wiltshire Wildlife Trust.</p> <ul style="list-style-type: none"> <li>• The Rights of Way Team advises that safe pedestrian access should be provided along and across busy roads to allow access to the town centre and to recreation facilities. The character of the Rights of Way should be preserved, not subsumed into new estates.</li> <li>• Careful and sensitive planning could incorporate potential mitigation measures for surface water flooding, for example, through the use of SuDs. A draft surface water management plan for Chippenham has confirmed there is a possibility of surface water flooding south of the site. Potential development may offer opportunities to reduce the surface water flood risk associated with a culverted watercourse to the south of the area. In addition, whilst not considered to be in an area susceptible to groundwater flooding, site level investigation should be undertaken to identify the suitability for infiltration SuDs associated with the underlying Kellaways Sand member.</li> <li>• The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes; key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people.</li> <li>• The proposed employment land is located on Hill Corner Road, adjacent to the A350, which is an entrance to the town from the M4. The Strategic Landscape Team advises that the area is well contained within the landscape, has good access to main roads and M4 and would be ideally suited to employment land. This site also offers an exciting opportunity for the developers architect to make a dramatic and innovative gateway statement to mark the entrance to Chippenham. This is not really achievable with housing due to the differences in scale and design.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• This site will not provide for Chippenham's housing requirement in its entirety. Therefore, this will need to be delivered along with sites elsewhere.</li> <li>• The site is criss-crossed by numerous footpaths within and around Birds Marsh Wood. These footpaths link north Chippenham to existing settlements at Allington, Kington St Michael, Langley Burrell, Kington Langley and Tytherton Lucas. The rural nature of the footpaths are a significant landscape element and provide local people with many options for circular walks with a high public visual amenity value within close proximity to north Chippenham. The footpaths are supplemented by numerous desire line routes which are heavily used by dog walkers and local people.</li> <li>• A very small part of this site is within the area designated as a Groundwater Source Protection Zone (SPZ) 2.</li> </ul>

	<p>Reference should be made to the Environment Agency's Groundwater Protection Policy.</p> <ul style="list-style-type: none"> <li>The Archaeology team have indicated that this is not a showstopper. All known archaeological sites within the area of a proposed option can be dealt with by pre-determination evaluation which will enable the formulation of appropriate mitigation measures. However, there has been very little if any archaeological investigation in most of the option areas and proposed employment areas. In all of them there is a risk of new sites coming to light during pre-determination evaluation.</li> </ul>
<ul style="list-style-type: none"> <li>Community Feedback</li> </ul>	<ul style="list-style-type: none"> <li>During Wiltshire 2026 and throughout the additional consultation which has taken place since then, the local community have objected to the proposed allocation and development at North Chippenham because they are concerned about the detrimental impact development will have on Birds Marsh Wood and the surrounding nearby fields, which they currently use on a regular basis for recreation purposes and which the local community regard as being of high value.</li> </ul>
SA Summary	<p><b>Environmental</b> – significant adverse effects relating to Birds Marsh Wood from proposed housing development, mainly concerning indirect effects such as recreational disturbance and noise/light disturbance. There are potential mitigation measures but further information would be required to assess significance of effects.</p> <p><b>Social</b> – a significant level of housing provision that could provide significant social and economic benefits for Chippenham.</p> <p><b>Economic</b> – No significant effects envisaged. Development likely to benefit the local economy but not considered significant due to relatively small scale of employment land provision.</p>
Recommendation	<p>Within Wiltshire 2026 this site was identified for a strategic allocation of 800 dwellings and between 5 and 7 hectares employment land. It is proposed that this site remain as a strategic allocation for 700 dwellings, 2.5 hectares of employment land and associated community facilities. This site will provide a sustainable urban extension containing housing and employment land and could be delivered in Phase 1 of the plan period to help meet the 5 and 10 year strategic housing requirement for Chippenham.</p> <p>Either as a standalone site or as part of a north and east urban extension it will provide an opportunity to improve the transport connectivity in the town. It is considered that the issue of its proximity to Birds Marsh Wood and high level of regard the local community have for this area can be mitigated through the inclusion of a buffer</p>

	zone and the opportunities presented to restore and improve the wood as a local amenity will address the concerns raised by the local community.
	<b>Site 2 Barrow Farm</b>
Yield	The promoters of this site have suggested it could deliver 700 houses, neighbourhood centre and open space and would be developed as a phase of a larger urban extension in conjunction with Site 1.
Opportunities	<ul style="list-style-type: none"> <li>• A buffer zone will limit the impact of development on Birds Marsh Wood. The Strategic Landscape Team has suggested 100m is appropriate.</li> <li>• Birds Marsh Wood is nearby, is designated as a County Wildlife Site and is a significant local landscape feature. The woodland is currently in poor condition due to: <ul style="list-style-type: none"> <li>○ Rhododendron choking out much of the native ground flora, dominating much of the woodland;</li> <li>○ Other non-native species including sycamore and laurel also having a negative impact;</li> <li>○ Bracken dominating the ground flora in some places;</li> <li>○ Streams are overgrown and shaded;</li> <li>○ Footpaths are not maintained or managed and are in very poor condition due to the high levels of use and wet condition of the underlying soil.</li> </ul> </li> <li>• The Wiltshire Wildlife Trust and Strategic Landscape Team advise that there is potential for some significant restoration of the woodland. This would be a long-term restoration given the extent of the rhododendron which will have to be removed gradually and regularly treated until eradication is complete. Community involvement would be important in order to get the wood into favourable condition and avoid much of the negative impressions of development on the woodland. This should include an educational centre on site. This would be delivered through a management plan, social enterprise or similar mechanism for the area, with the agreement of the landowner and in collaboration with Wiltshire Wildlife Trust.</li> <li>• Careful and sensitive planning could incorporate potential mitigation measures for surface water flooding, for example, through the use of SUDs. A draft surface water management plan for Chippenham has confirmed there is a possibility of surface water flooding south of the site. Potential development may offer opportunities to reduce the surface water flood risk associated with a culverted watercourse to the south of the area. In addition, whilst not considered to be in area susceptible to groundwater flooding, site level investigation should be undertaken to identify the suitability for infiltration SuDs associated with the underlying Kellaways Sand.</li> </ul>

	<ul style="list-style-type: none"> <li>• The delivery of a road link between Malmesbury Road and Maud Heath Causeway could benefit the movement of traffic around the town, including the relief from some existing traffic travelling from the east of the town to the A350 and M4. Further traffic modelling work is required.</li> <li>• The Transport Strategy Team advises that suitably designed linked roads through the development would maximise the opportunities to extend the town bus service or divert Malmesbury Road bus services.</li> <li>• The Rights of Way Team advises that safe pedestrian access should be provided along and across busy roads to allow access to the town centre and to recreation facilities. The character of the Rights of Way should be preserved, not subsumed into new estates.</li> <li>• The site contains some Grade 1 agricultural land. National planning policy in PPS7 says that where significant development of agricultural land is unavoidable, LPAs should seek to use areas of poorer quality land grades 3b, 4 and 5 in preference to that of a higher quality, except where this would be inconsistent with other sustainability objectives. The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally. It is considered these reasons justify the loss of Grade 1 agricultural land, in accordance with the provisions set out in PPS7.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• The nearby County Wildlife Site of Birds Marsh Wood is a significant local landscape feature. The proposed site is separated from the existing framework boundary and would have to be developed as a phase of a larger urban extension in conjunction with Site 1. The Strategic Landscape Team have advised that developing both sites will enclose Birds Marsh Wood and may restrict the green corridor that exists between the wood and the River Avon, causing the wood to become sterile, similar to what has happened at Vincients Wood, Cepen Park.</li> <li>• The site is criss-crossed by numerous footpaths within and around Birds Marsh Wood. These footpaths link north Chippenham to existing settlements at Allington, Kington St Michael, Langley Burrell, Kington Langley and Tytherton Lucas. The rural nature of the footpaths are a significant landscape element and provide local people with many options for circular walks with a high public visual amenity value within close proximity to north Chippenham. The footpaths are supplemented by numerous desire line routes which are heavily used by dog walkers and local people.</li> <li>• Barrow Farm is a listed building located within the site which is a heritage asset. Conservation Officers have indicated that it will be essential to ensure that any development takes due account of the historic setting.</li> </ul>

Community Feedback	<ul style="list-style-type: none"> <li>This site was not proposed as an allocation in Wiltshire 2026. However, the local community have objected to the proposed allocation and development at North Chippenham (Site 1) because they were concerned about the detrimental impact development to the north of Chippenham will have on Birds Marsh Wood and the surrounding nearby fields which they currently use for recreation purposes and regard as being of high value to the community. These concerns would apply to this site.</li> </ul>
SA Summary	<p><b>Environmental</b> – significant adverse effects relating to Birds Marsh Wood from proposed housing development, mainly concerning indirect effects such as recreational disturbance and noise/light disturbance. There are potential mitigation measures but further information would be required to assess the significance of the effects.</p> <p>Development to the north of the proposed distributor road would involve significant loss of Grade 1 agricultural land.</p> <p><b>Social</b> – a significant level of housing provision that could provide significant social and economic benefits for Chippenham.</p> <p><b>Economic</b> – development to the north of the proposed distributor road would be less accessible to Chippenham town centre and may lead to increased car use than development adjoining the existing urban area. Mitigation measures possible but further information required regarding sustainable transport infrastructure.</p>
Recommendation	<p>It is proposed that this site is not be taken forward as a strategic site because this site will form part of a larger urban extension to the north of Chippenham which will enclose Birds Marsh Wood, cutting off the green wildlife corridor which exists between the wood and the River Avon, and could cause the wood to become sterile.</p> <p>In addition, there are alternative sites which offer better potential to deliver a higher level of employment land for job growths in the first phase of the plan period at the town as well as delivering new homes.</p>
	<b>Sites 3 and 4 East Chippenham</b>
Yield	The promoters of this site have suggested it could deliver 3200 houses, up to 24ha of employment land, neighbourhood centre, schools, open space, riverside park and other community infrastructure.



	<p>It has recently been suggested that the site could deliver 24ha of employment land. As part of the Wiltshire Workspace and Employment Land Study (2009), a proposal for 17.5ha of employment on the site was considered, but it recommended that it should be 6ha because “East Chippenham is suitable for employment development, but this does not currently enjoy strategic access. The future development of this site for successful employment development will largely be dependent upon infrastructure improvements. Therefore the amount of employment land to be allocated as per the developer masterplan should be reduced from 17.5ha to 6ha due to the site constraints and because Hill Corner and Showell Farm provide more strategically located sites.”</p> <p>Phase 1</p> <ul style="list-style-type: none"> <li>• This land is located immediately east of the railway line and north of Monkton Park estate. It could deliver 700 houses and up to 6ha of employment land. This will include a new primary school; neighbourhood centre and open space and riverside park. The site could be begin to be delivered early in the plan period and therefore would contribute to meeting the 5 and 10 year housing supply.</li> </ul> <p>Phase 2</p> <ul style="list-style-type: none"> <li>• This greenfield land is located immediately east of the River Avon and extends eastwards to Stanley Lane, north of London Road. Abbeyfield School is located in this area.</li> <li>• It could deliver 2500 houses and up to 24ha of employment land. This will include a new primary school; neighbourhood centre and open space riverside park and other community infrastructure.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• Initial transport modelling has indicated that if both sites are developed, then this is likely to require the provision of a new distributor road and a railway crossing. The distributor road will provide an opportunity to run bus services connecting with the railway station to improve transport connectivity in Chippenham and to address the congestion issues in the town centre.</li> <li>• Chippenham to Calne Sustrans Route 4 Cyclepath is located immediately south of Phase 1 and north of Phase 2, whilst the Bristol River Avon County Wildlife Site is situated on the western edge of Phase 2. Both are important wildlife corridors. There is the opportunity for them to be maintained and enhanced as part of any green infrastructure proposals. The Rights of Way Team advises that this provides access to the town centre and should be safeguarded. Safe pedestrian access should be provided along and across busy roads to allow access to the town centre and to recreation facilities. The character of the Rights of Way should be preserved, not subsumed into new estates. Scottish and Southern Energy advise that electricity pylons run through this area</li> </ul>

	<p>which should be regarded as a permanent feature. Master planning can ensure the electricity pylons are either avoided or buried underground, although the latter will have cost implications.</p> <ul style="list-style-type: none"> <li>• Any improvements to the river as part of a riverside park area will link in with the improvements sought for the riverside environment in the town centre helping to ensure the river becomes an asset for Chippenham and is integrated with the town centre.</li> <li>• The River Avon runs through this site. Consequently some of the land is within flood zones 2 and 3. However, the area is large enough to accommodate development on land outside of these areas. The developer's master plan for the area proposes a country park in this area. Careful and sensitive planning could incorporate potential mitigation measures for surface water flooding, for example, through the use of SuDs. A draft surface water management plan for Chippenham has observed in particular that surface water management in the Hardens Farm area should be considered during masterplanning to direct development away from potential flow routes to the River Avon and to provide green space. Site level investigation should be undertaken to identify the suitability of infiltration SuDs due to the presence in some areas of River Terrace deposits and alluvial deposits. A draft surface water management plan for Chippenham has observed that the Eastern Avenue area is served by an existing public surface water sewer network but is likely to have localised flooding where sewer capacity is exceeded. Gully sweeping could be targeted in those locations most susceptible to potential surface water/sewer exceedance to reduce the effects of flooding. Local awareness raising could be undertaken to alert residents to the potential surface water issues.</li> </ul> <p>Phase 1</p> <ul style="list-style-type: none"> <li>• The site is in close proximity to the town centre providing good access to services and facilities.</li> <li>• The site is within close proximity to Langley Park which is one of the key regeneration sites in Chippenham.</li> <li>• The site is in close proximity to the railway station.</li> <li>• This phase could be delivered either as a standalone site or form the first phase of development to the east of Chippenham.</li> <li>• The site does contain some Grade 2 agricultural land. National planning policy in PPS7 says that where significant development of agricultural land is unavoidable, LPAs should seek to use area of poorer quality land grades 3b, 4 and 5 in preference to that of a higher quality, except where this would be inconsistent with other sustainability objectives. The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes; key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a</li> </ul>
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	<p>business location and ensures people can live and work locally, including young people which is a key aspiration of the local community and Chippenham Vision. It is considered these reasons justify the loss of Grade 2 agricultural land, in accordance with the provisions set out in PPS7.</p> <p>Phase 2</p> <ul style="list-style-type: none"> <li>The Education Service has identified that there is likely to be a need for either a new secondary school or an extension to an existing secondary school. Abbeyfield School has spare capacity and is located within Phase 2 land. In the short term it could accommodate some additional school places. In the longer term, extending Abbeyfield School rather than providing a new school may provide an opportunity to build on the schools Business and Enterprise specialist status and further improve its linkages with the local community and commerce.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>Both phases will provide a total of 3200 houses and up to 24ha of employment land. Initial transport modelling has indicated this is likely to require a new distributor road including a new railway bridge. Correspondence from Network Rail has indicated that Network Rail would in principle be willing to assist subject to conditions. The conditions are 1. the developer or council agreeing the engineering details and construction method with Network Rails engineer; 2. The council adopt the bridge and maintain it; 3. The developers and landowners agree commercial terms for the grant of easement of the bridge; 4. Network Rail costs including abortive costs are recoverable.</li> <li>The rising and elevated topography dictates that land is highly visible from within and across the river valley floor from the north and east. Open views from Bencroft Hill and Derry Hill are possible to the site from approximately 3-5km away.</li> <li>The DTZ Report recommended 6ha employment land be allocated, taking care to ensure a balance with other urban extensions. It said that land at north Chippenham is arguably better located for employment uses. Market agents questioned delivery of the site in relation to strategic road access and crossing the railway line, although the landowner has advised that there are no delivery constraints to development.</li> <li>The Environment Agency advises that in this part of Wiltshire, the River Avon and its tributaries serve an important function, which is to facilitate the passage of wildlife through a major urban area. The River Avon is also home to some UK Biodiversity Action Plan species (otter, water vole) which are recovering in terms of numbers in this part of the country. All the areas to the north and east should be subject to detailed survey</li> </ul>

	<p>and the watercourses are important links that allow wildlife a route through the urban area. Riparian species such as otter and water vole are known on the larger rivers and may also use the smaller ones. Development should allow for this and incorporate a buffer along any watercourse, the width of which is largely determined by the size of the river.</p> <p>Phase 1</p> <ul style="list-style-type: none"> <li>• The Transport Strategy Team team advise that whilst development is large enough to demand a relatively frequent bus service it is too small to support a viable operation if access is only available via Station Hill/Cocklebury Road.</li> <li>• Rawlings Farm is a listed building located within the site which is a heritage asset. Conservation Officers have indicated that it will be essential to ensure that any development takes due account of the historic setting.</li> <li>• The developers promoting the site undertook a desktop archaeological analysis in 2007 and further analysis in 2009. They identified a ditch of Bronze Age date; a small amount of residual Iron Age material; and sub-divided enclosures representing a small settlement area and a possibly associated field system of Romano-British date. The Archaeology team indicated that this is not a showstopper. All known archaeological sites within the area of a proposed option can be dealt with by pre-determination evaluation which will enable the formulation of appropriate mitigation measures. However, there has been very little if any archaeological investigation in most of the option areas and proposed employment areas. In all of them there is a risk of new sites coming to light during pre-determination evaluation.</li> </ul> <p>Phase 2</p> <ul style="list-style-type: none"> <li>• The Transport Strategy Team advises that phasing of eastern distributor road may prevent the use of the route by buses from day one.</li> <li>• Hardens Farm and New Leazes Farm are listed buildings located within the site and heritage assets. Conservation Officers have indicated that it will be essential to ensure that any development takes due account of the historic setting.</li> </ul>
Community Feedback	<ul style="list-style-type: none"> <li>• During Wiltshire 2026 and since then, the local community have objected to the proposed allocation and development at east Chippenham because of: <ul style="list-style-type: none"> <li>○ The detrimental impact development could have on the Monkton Park estate, particularly in terms of the risk of surface water flooding and the proposed access route through the estate.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ The visual impact of development at east Chippenham on nearby villages with the Bremhill Parish such as Tytherton Lucas.</li> <li>○ The risk of flooding and surface water flooding upstream towards Tytherton Lucas.</li> <li>○ A Monkton Park Residents Survey indicated that the issue of most concern for those who responded was the traffic congestion caused by traffic travelling into town via Station Hill.</li> <li>● One of the suggestions during consultation as a way to foster links between education and employers is to develop a 'business hub' and housing for key workers in the Abbeyfield School area.</li> </ul>
SA Summary	<p><b>Environmental</b> – appraisal has noted the potential for significant adverse effects regarding loss of greenfield land, a proportion of which is Grade 1 agricultural land. A development on the scale proposed is also likely to significantly increase emissions that could impact upon climate change. Mitigation measures are possible but further information is required and further survey and assessment work to identify impacts</p> <p><b>Social</b> – significant benefits in terms of housing provision that could meet much of the local need for new housing. There is scope for a large number of affordable dwellings within this option, but this information is not available at this stage. Significant benefits may also be reasonably expected in terms of health and wellbeing from provision of modern housing and associated health/leisure/recreational facilities that can help encourage healthy living.</p> <p><b>Economic</b> – significant benefits for the local economy in terms of providing modern accommodation for a local workforce, attracting skilled workers to the area and providing a larger customer base for local businesses. Development could also aid town centre regeneration. More information required on employment benefits.</p> <p>This scale of development, however, is likely to significantly increase pressure on the highway network which already experiences high levels of congestion, particularly at peak times.</p>
Recommendation	<p>Within Wiltshire 2026, a significant strategic allocation to the east of the town, for around 2,650 homes and 6 hectares of employment land, was identified as part of the 'preferred option' for strategic growth at the town.</p>

	<p>The reduced housing requirement for Chippenham means that the entire site is not now required. Although it has recently been suggested that the entire site could deliver 24ha of employment land, this evidence set out in the Wiltshire Workspace and Employment Land Study (July 2009) indicates that 6ha employment could be provided in Phase 1, but that alternative employment sites at Hill Corner and Showell Farm are attractive to the market and offer better opportunities to deliver employment land in the Phase 1 of the plan period at Chippenham prior to significant housing development taking place.</p> <p>Phase 1 benefits from being in close proximity to Langley Park, the railway station and the town centre. The site offers the opportunity to improve the transport connectivity around the town. Therefore, it is proposed that Phase 1 of this site is a strategic site for 2.5 to 6ha employment land and 700 houses as part of Option 2 which disperses development more widely.</p> <p>In addition an opportunity for a small greenfield infill development on land south-west of Abbeyfield School, also known as Landers Field, has been identified for between 100-150 dwellings and approximately 1 hectare of employment land. This site was identified in the SHLAA and will provide an additional opportunity to deliver housing in Phase 1 of the plan period and contribute to meeting the 5 and 10 year housing supply. Abbeyfield School is located nearby and the employment land will enable a small business zone to be developed, linked to the school, to facilitate dynamic and reciprocal links with local businesses and to help encourage young people to stay.</p>
	<b>Site 5 – East of Stanley Lane</b>
Yield	Within Wiltshire 2026, a significant strategic allocation to the east of the town, for around 2,650 homes and 6 hectares of employment land, was identified as part of the ‘preferred option’ for strategic growth at the town. This site was included as part of that strategic allocation as green space.
Recommendation	This site was promoted through the SHLAA by the landowner, but it has not been promoted by a developer. The reduced housing requirement for Chippenham means that the entire east Chippenham site as proposed as part of the preferred options for Chippenham in Wiltshire 2026 is not now required. Although it has recently been suggested that the entire site could deliver 24ha of employment land, this evidence set out in the Wiltshire Workspace and Employment Land Study (July 2009) indicates that 6ha of employment could be

	provided in Phase 1, but that alternative employment sites at Hill Corner and Showell Farm are attractive to the market and offer better opportunities to deliver employment land in the Phase 1 of the plan period at Chippenham prior to significant housing development taking place. This site at east of Stanley Lane has been discounted because on its own it is separated from the town and the discounting of adjacent land east of Chippenham means that the site is unable to be integrated with the town.
	<b>Site 6 - East of Stanley Lane</b>
Yield	Within Wiltshire 2026, a significant strategic allocation to the east of the town, for around 2,650 homes and 6 hectares of employment land, was identified as part of the 'preferred option' for strategic growth at the town. The landowner has suggested it could accommodate a new road as an alternative to having a new road near to Abbeyfield School.
Recommendation	The reduced housing requirement for Chippenham means that the entire east Chippenham site as proposed as part of the preferred option for Chippenham in Wiltshire 2026 is not now required and a new eastern road with an access adjacent to Abbeyfield School is not required at this stage. Therefore, this site has been discounted.
	<b>Site 7 Forest Farm</b>
Yield	The promoters of this site have suggested it could deliver 700 houses together with a mix of other uses including a small country park and neighbourhood centre.
Opportunities	<ul style="list-style-type: none"> <li>• The protected Wiltshire and Berks canal route runs alongside this site, providing an opportunity for the reopening of this route to be achieved as part of the county park proposal, enabling it to become a green corridor and an asset for the town similar to that envisaged for the River Avon corridor.</li> <li>• The urban extension will provide an opportunity to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people.</li> <li>• The Rights of Way Team advises that access to the town centre should be safeguarded. Safe pedestrian access should be provided along and across busy roads to allow access to the town centre and to recreation facilities. The character of the Rights of Way should be preserved, not subsumed into new estates. Scottish and Southern Energy advise that electricity pylons run through this area which should be regarded as a permanent feature. Master planning can ensure the electricity pylons are either avoided or buried underground, although the latter will have cost implications.</li> </ul>

Challenges	The proposals do not include strategic employment land therefore this will need to be delivered on alternative sites. Alternative sites provide better opportunities to deliver employment land for jobs growth early in the plan period, in advance of housing development.
Community Feedback	<ul style="list-style-type: none"> <li>There have been no specific comments from the local community about this site.</li> </ul>
SA Summary	<p><b>Environmental</b> – there are no anticipated significant adverse or positive effects with the proposed development. There are very few environmental constraints in the area. Particular consideration should be given to mitigating any adverse landscape impacts on the special landscape area to the south and east.</p> <p><b>Social</b> – no significant effects anticipated. Benefits likely from provision of circa 700 new dwellings and scope for large number of affordable dwellings. This site, however, is not large enough to meet anticipated housing demand in Chippenham and would need to be combined with other sites.</p> <p><b>Economic</b> – no significant effects anticipated.</p>
Recommendation	Within Wiltshire 2026 this site was not part of the preferred option for Chippenham. It was included as part of an alternative options 3 and 4. It is proposed that this site not be taken forward as a strategic site. Other sites/combinations of sites provide a better opportunity to achieve employment provision in the first phase of the plan period as part of sustainable urban extensions, particularly those located near to the strategically important A350.
	<b>Site 8 South of Pewsham</b>
Yield	<ul style="list-style-type: none"> <li>The promoters of this site have suggested it could deliver 3000-4000 houses and 28ha+ of employment land as a sustainable urban extension which includes a neighbourhood centre, primary schools, secondary school and associated infrastructure. Since Wiltshire 2026 the developers promoting south of Pewsham and Patterdown and Rowden have formed a consortium to jointly promote development to the south of Chippenham. They have suggested it could deliver 2500 houses, 30ha of employment land, a neighbourhood centre, primary schools and associated infrastructure.</li> <li>The developers proposed a masterplan for the area that proposes two phases of development:</li> </ul>



	<ul style="list-style-type: none"> <li>• Phase 1 – West of the River Avon including Showell Farm</li> <li>• Phase 2 – South of Pewsham</li> </ul>
<p>Opportunities</p>	<ul style="list-style-type: none"> <li>• Showell Farm has been identified as a strategic employment site for Chippenham and is located within this site. It is the largest known potential employment site at Chippenham. The DTZ Study recommended that this site would be attractive to occupiers and would fulfil some of the large industrial requirements that other urban extensions may not be able to fulfil. It also said there is a large appetite for this site in the market place and this would address the current demand for additional employment land at Chippenham from employers wanting to move into the area or from existing employers who wish to expand their operations.</li> <li>• Establishing a Country Park will provide an opportunity to manage the area’s landscape quality, biodiversity and to promote recreational uses along with enhanced pedestrian and cycle access to the town centre. This could be delivered through a management plan for the area, with the agreement of the landowners and in collaboration with Wiltshire Wildlife Trust.</li> <li>• The Bristol River Avon County Wildlife Site is an important wildlife corridor. There is the opportunity for this to be maintained and enhanced as part of any green infrastructure proposals. Any improvements to the river as part of a country park area will link in with the improvements sought for the riverside environment in the town centre to ensure the river corridor becomes an asset for Chippenham.</li> <li>• The Minerals and Waste Team have advised that part of the site is located within the safeguarded minerals zone. The adopted Minerals Planning Policy aims to ensure that wherever practicable developers extract minerals prior to or in phase with non minerals development, in order to ensure workable resources are not needlessly sterilised by development.</li> <li>• Developers promoting the site have carried out an assessment and have indicated that the minerals in this area are not viable as a going concern. However, there is the opportunity to extract the minerals prior to development (for example as part of flood prevention measures).</li> <li>• The site does contain some Grade 1 agricultural land. National planning policy in PPS7 says that where significant development of agricultural land is unavoidable, LPAs should seek to use area of poorer quality land grades 3b, 4 and 5 in preference to that of a higher quality, except where this would be inconsistent with other sustainability objectives. The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people. It is considered these reasons justify the loss of Grade 1 agricultural land, in accordance with the provisions set out in PPS7.</li> </ul>

	<ul style="list-style-type: none"> <li>• Phase 1 (The Showell Farm area) is visually contained by Lackham ridge to the south and the railway embankment to the west, therefore this offers the opportunity for development in the lower lying levels surrounding Showell Farm to be screened/enclosed.</li> <li>• Phase 2 (The Lodge Farm area) is visible from higher ground to the south, although the existing urban area at Pewsham is on higher ground. Development in this area will offer the opportunity to improve the landscape setting on the edge of Chippenham.</li> <li>• The Transport Strategy Team advises there is an opportunity to provide a new southern distributor road to improve transport connectivity in Chippenham and to address the congestion issues in the town centre. Further transport modelling is required</li> <li>• Development is large enough to justify provision of a town bus service. There are good prospects for offering existing viable and sustainable bus services by concentrating housing development in large and linked areas. However, there is a need to design the road network to enable through running and to facilitate the extension/diversion of existing services where possible.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• Part of the site is designated as the Rowden Conservation Area and regard will need to be had to the adopted Rowden Conservation Area Statement (1999) as part of any masterplanning. The statement says ‘The conservation area of Rowden exhibits the unusual combination of an intensely rural and agricultural domain surrounded by the peripheral development of a large town. The topography of the area seems to make Rowden Farm, as the historic focus of the Conservation area...by virtue of its protected river nature, it is one of the two green fingers of countryside that follow the line of the River Avon right into the centre of Chippenham.’ There may be opportunities for development along the edges of the Conservation area.</li> <li>• There are heritage assets within or adjacent to the site, to which regard will need to be had as part of any masterplanning. Conservation Officers have indicated that it will be essential to ensure that any development takes due account of the historic setting. These include: <ul style="list-style-type: none"> <li>• Scheduled ancient monument- moated site &amp; fishponds with connecting stream at Rowden Farm.</li> <li>• Listed buildings and structures in and around Rowden Farmstead, Patterdown Farm, Showell Farm, Hollywell House.</li> <li>• Large areas of archaeological interest around Showell Farmstead and Cottages and Rowden Manor.</li> <li>• Mortimores Wood (remnant of the historic royal hunting forest of Chippenham) including associated non scheduled ancient monument within the wood.</li> <li>• The Archaeology team have indicated that scheduled monuments are showstoppers. All other known archaeological sites within the area of a proposed option can be dealt with by pre-determination evaluation</li> </ul> </li> </ul>

	<p>which will enable the formulation of appropriate mitigation measures. However, there has been very little if any archaeological investigation in most of the option areas and proposed employment areas. In all of them there is a risk of new sites coming to light during pre-determination evaluation.</p> <ul style="list-style-type: none"> <li>• The Transport Strategy Team advises that current bus services are too tightly timed to allow any diversion, so there would be a need for extra vehicles provided through ongoing funding.</li> <li>• The Transport Strategy Team advises there is an opportunity to provide a new southern distributor road and that access to A4 Avenue La Fleche reduces impact of eastbound movements from development on Bridge Centre junction. However, initial traffic modelling has indicated an increased impact on A350 Chippenham bypass junction. Further traffic modelling is required.</li> <li>• Part of this site is within the area designated as a Groundwater Source Protection Zone (SPZ) 2. Reference should be made to the Environment Agency's Groundwater Protection Policy.</li> <li>• The sewage treatment works are within the site and Wessex Water has advised that a 400m radius would need to be left clear around the works. This would prevent any complaints regarding odour and fly nuisance and furthermore extra space may be needed to allow room for expansion. There is enough land available to include a buffer zone. Alternatively, there may be some uses which are suitable for this areas, for example, the promoters have suggested including a potential renewable energy plant.</li> <li>• The Environment Agency advises that in this part of Wiltshire, the River Avon and its tributaries serve an important function, which is to facilitate the passage of wildlife through a major urban area. The River Avon is also home to some UK Biodiversity Action Plan species (otter, water vole) which are recovering in terms of numbers in this part of the country.</li> <li>• An area to the south incorporates the main River Avon, Cocklemoor Brook and other small tributaries. There is a substantial length of the River Avon within this option and the river must have plenty of room to continue its natural course across the floodplain. Extensive ecological survey would be necessary to determine the existing value of this area.</li> </ul>
Community Feedback	<ul style="list-style-type: none"> <li>• Comments submitted during Wiltshire 2026 from Chippenham Town Council and Chippenham Vision in particular suggested that development could take place to the south of the town and that the designations in the area don't necessarily preclude development. This view was supported by some (but not all) participants in the recent consultation.</li> <li>• During the Chippenham workshop (March 2011) the desire was expressed to see employment development and that there may be opportunities for pockets of development in the Showell Farm area. It was acknowledged that Showell Farm is the largest known potential site for employment at Chippenham.</li> </ul>

<p>SA Summary</p>	<p><b>Environmental</b> – there are no environmental constraints that would act as a showstopper to development in this location. There are significant local designations, particularly in the vicinity of the River Avon, but no national or European designations. The appraisal has noted the potential for significant adverse effects regarding loss of greenfield land, a proportion of which is Grade 1 agricultural land. A development on the scale proposed is also likely to significantly increase emissions that could impact upon climate change. Mitigation measures are possible but further information is required and further survey and assessment work to identify impacts.</p> <p><b>Social</b> – significant benefits in terms of housing provision that could meet much of the local need for new housing. There is scope for a large number of affordable dwellings within this option, but this information is not available at this stage. Significant benefits may also be reasonably expected in terms of health and wellbeing from provision of modern housing and associated health/leisure/recreational facilities that can help encourage healthy living.</p> <p><b>Economic</b> – significant benefits for the local economy in terms of providing modern accommodation for a local workforce, attracting skilled workers to the area and providing a larger customer base for local businesses. Development could also aid town centre regeneration. More information required on employment benefits.</p> <p>This scale of development, however, is likely to significantly increase pressure on the highway network which already experiences high levels of congestion, particularly at peak times.</p>
<p>Recommendation</p>	<p>Within Wiltshire 2026, Showell Farm employment site which is located within this site was included as part of the preferred option for Chippenham. The remainder of the site was not part of the preferred options but was part of alternative options 3 and Option 4.</p> <p>This site will provide a sustainable urban extension containing housing and employment, and would provide an opportunity to improve the transport connectivity in the town and to improve the river corridor so that it becomes an asset and is fully integrated with the town. However, the reduced housing requirement for Chippenham means that the entire site is not required. Showell Farm is the largest known potential available site for employment in Chippenham. Evidence suggests that there is market interest in this site and that it could begin to be delivered in the first phase of the plan period, in advance of further housing development.</p>

	<p>However, although Showell Farm is conveniently located adjacent to the A350 road, it is divorced from the town centre.</p> <p>Therefore, to enable the area to be fully integrated with the town it is felt that this site should be part of a sustainable urban extension to Chippenham. Although there are designations in the area, it is considered that there are opportunities for housing provision on the edges of the Rowden Conservation Area.</p> <p>Therefore, it is proposed Phase 1 be a strategic allocation ensuring that Showell Farm employment site begins to be delivered early in the plan period. Owing to the designations in the area, further work is required to determine the exact number and location of housing. Therefore, this site is proposed to be identified as an area of search.</p> <p>Option 1: 28 hectares of employment land and up to 1500 dwellings.</p> <p>Option 2: 28 hectares of employment land and up to 800 dwellings. This option allows for the housing development to be dispersed more widely.</p>
	<b>Site 9 Patterdown and Rowden</b>
Yield	<ul style="list-style-type: none"> <li>• The promoters of this site have suggested it could deliver 2000 houses and 10ha of employment land, a neighbourhood centre, primary schools, secondary school and associated infrastructure.</li> <li>• Since Wiltshire 2026 the promoters of south of Pewsham and Patterdown and Rowden sites have formed a consortium to jointly promote development to the south of Chippenham. They have suggested it could deliver 2500 houses, 30ha of employment land, a neighbourhood centre, primary schools and associated infrastructure.</li> <li>• The developers proposed masterplan for the area proposes two phases of development: <ul style="list-style-type: none"> <li>○ Phase 1 – West of River Avon including Showell Farm</li> <li>○ Phase 2 – South of Pewsham</li> </ul> </li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• The Minerals and Waste Team advise that the adopted Minerals Planning Policy aims to ensure that wherever practicable developers extract minerals prior to or in phase with non minerals development, in order to ensure workable resources are not needlessly sterilised by development. Developers have carried out an assessment and have indicated that the minerals in this area are not viable as a going concern.</li> </ul>

	<p>However, there is the opportunity to extract the minerals prior to development (for example, as part of flood prevention measures).</p> <ul style="list-style-type: none"> <li>• The Bristol River Avon County Wildlife Site is an important wildlife corridor. There is the opportunity for this to be maintained and enhanced as part of any green infrastructure proposals. Any improvements to the river corridor as part of a country park area will link in with the improvements sought for the riverside environment in the town centre to ensure the river becomes an asset for Chippenham.</li> <li>• The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people. There is an opportunity to provide a new southern distributor road.</li> <li>• The Transport Strategy Team advises that development is large enough to justify provision of a town bus service. There are good prospects for offering existing viable and sustainable bus services by concentrating housing development in large and linked areas. However, there is a need to design the road network to enable through running and to facilitate the extension/diversion of existing services where possible. The Rights of Way Team advises that Sustrans Route 4 provides access to the town centre and should be safeguarded. Safe pedestrian access should be provided along and across busy roads to allow access to the town centre and to recreation facilities. The character of the Rights of Way should be preserved, not subsumed into new estates. A Country Park could be established through a management plan to manage the area's landscape quality, biodiversity and promote recreational uses along with enhanced pedestrian and cycle access to the Town Centre.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• Part of this site is within the area designated as a Groundwater Source Protection Zone. Part of this site is within the area designated as a Groundwater Source Protection Zone (SPZ) 2. Reference should be made to the Environment Agency's Groundwater Protection Policy.</li> <li>• The site does contain some Grade 1 agricultural land. National planning policy in PPS7 says that where significant development of agricultural land is unavoidable, LPAs should seek to use area of poorer quality land grades 3b, 4 and 5 in preference to that of a higher quality, except where this would be inconsistent with other sustainability objectives. The urban extension will provide an opportunity to strengthen the employment offer for the town and to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people which is a key aspiration of the local community and Chippenham Vision. It is considered these reasons justify the loss of Grade 2 agricultural land, in accordance with the provisions set out in PPS7.</li> </ul>

	<ul style="list-style-type: none"> <li>• There are heritage assets within or adjacent to the site, to which regard will need to be had as part of any masterplanning. Conservation Officers have indicated that it will be essential to ensure that any development takes due account of the historic setting. Archaeology consider scheduled monuments to be shown. These include: <ul style="list-style-type: none"> <li>○ Scheduled ancient monument- moated site and fishponds with connecting stream at Rowden Farm.</li> <li>○ Listed buildings and structures in and around Rowden Farmstead, Patterdown Farm, Showell Farm, Hollywell House.</li> <li>○ Large areas of archaeological interest around Showell Farmstead and Cottages and Rowden Manor.</li> <li>○ Mortimore's Wood (remnant of the historic royal hunting forest of Chippenham) including associated non scheduled ancient monument within the wood.</li> </ul> </li> <li>• The Archaeology team have indicated that scheduled monuments are showstoppers. All other known archaeological sites within the area of a proposed option can be dealt with by pre-determination evaluation which will enable the formulation of appropriate mitigation measures. However, there has been very little if any archaeological investigation in most of the option areas and proposed employment areas. In all of them there is a risk of new sites coming to light during pre-determination evaluation.</li> <li>• The adopted Rowden Conservation Area Statement (1999) says 'The conservation area of Rowden exhibits the unusual combination of an intensely rural and agricultural domain surrounded by the peripheral development of a large town. The topography of the area seems to make Rowden Farm, as the historic focus of the Conservation area...by virtue of its protected river nature, it is one of the two green fingers of countryside that follow the line of the River Avon right into the centre of Chippenham.'</li> <li>• Wessex Water advise that the sewage works are located in this area and a 400m buffer zone</li> <li>• The Environment Agency advises that in this part of Wiltshire, the River Avon and its tributaries serve an important function, which is to facilitate the passage of wildlife through a major urban area. The River Avon is also home to some UK Biodiversity Action Plan species (otter, water vole) which are recovering in terms of numbers in this part of the country. An area to the south incorporates the main River Avon, Cocklemoor Brook and other small tributaries. There is a substantial length of the River Avon within this option and the river must have plenty of room to continue its natural course across the floodplain. Extensive ecological survey would be necessary to determine the existing value of this area.</li> </ul>
Community Feedback	<ul style="list-style-type: none"> <li>• Comments submitted during Wiltshire 2026 suggested that development could take place to the south of the town.</li> <li>• During the Chippenham workshop (March 2011) the desire was expressed to see employment development</li> </ul>

	<p>and that there may be opportunities for pockets of development in the Showell Farm area. It was acknowledged that Showell Farm is the largest known potential site for employment at Chippenham.</p>
SA Summary	<p><b>Environmental</b> – there are no environmental constraints that would act as a showstopper to development in this location. There are significant local designations, particularly in the vicinity of the River Avon, but no national or European designations. The appraisal has noted the potential for significant adverse effects regarding loss of greenfield land, a proportion of which is Grade 1 agricultural land. A development on the scale proposed is also likely to significantly increase emissions that could impact upon climate change. Mitigation measures are possible but further information is required and further survey and assessment work to identify impacts.</p> <p><b>Social</b> – significant benefits in terms of housing provision that could meet much of the local need for new housing. There is scope for a large number of affordable dwellings within this option, but this information is not available at this stage. Significant benefits may also be reasonably expected in terms of health and wellbeing from provision of modern housing and associated health/leisure/recreational facilities that can help encourage healthy living.</p> <p><b>Economic</b> – significant benefits for the local economy in terms of providing modern accommodation for a local workforce, attracting skilled workers to the area and providing a larger customer base for local businesses. Development could also aid town centre regeneration. More information required on employment benefits.</p> <p>This scale of development, however, is likely to significantly increase pressure on the highway network which already experiences high levels of congestion, particularly at peak times.</p>
Recommendation	<p>Within Wiltshire 2026, this site was not part of the preferred options. Land south west of Chippenham was not taken forward because it contains grade 1 agricultural land, is in a Minerals Safeguarding Area and is affected by a buffer zone for the sewage works and because the smaller sites would be isolated from wider development taking place in the area.</p> <p>This site will provide a sustainable urban extension containing housing and employment, and would provide an opportunity to improve the transport connectivity in the town and to improve the river corridor so that it becomes an asset and is fully integrated with the town. However, the reduced housing requirement for Chippenham means that the entire site is not now required. Showell Farm is the largest known potential</p>



	<p>available site for employment in Chippenham. Evidence suggests that there is market interest in this site and that it could begin to be delivered in the first phase of the plan period, in advance of further housing development. However, although Showell Farm is conveniently located adjacent to the A350 road, it is divorced from the town centre.</p> <p>Therefore, to enable the area to be fully integrated with the town it is felt that this site should be part of a sustainable urban extension to Chippenham. Although there are designations in the area, it is considered that there are opportunities for housing provision on the edges of the Rowden Conservation Area.</p> <p>Therefore, it is proposed Phase 1 be a strategic allocation ensuring that Showell Farm employment site begins to be delivered early in the plan period. Owing to the designations in the area, further work is required to determine the exact number and location of housing. Therefore, this site is proposed to be identified as an area of search.</p> <p>Option 1: 28 hectares employment land and up to 1500 dwellings.</p> <p>Option 2: 28 hectares employment land and up to 800 dwellings. This option allows for the housing development to be dispersed more widely.</p>
	<b>Site 10 Hunters Moon</b>
Yield	<p>The promoters have suggested this site could deliver 700 houses, neighbourhood centre and open space and that it could be delivered in conjunction with other sites in Chippenham including the Showell Farm employment site which is located nearby.</p> <p>Land off Saltersford Lane is located adjacent to this site and is being promoted separately. However it has been considered in conjunction with Hunters Moon site.</p>
Opportunities	<ul style="list-style-type: none"> <li>• The site is located to the west of Chippenham and has good access to the services and facilities in the Bath Road/Cepen Park area.</li> <li>• The site is a relatively small area, physically detached from the wider rural landscape because it is enclosed by</li> </ul>

	<p>A350 and to the west by railway embankment.</p> <ul style="list-style-type: none"> <li>• This site provides an opportunity to provide housing on a relatively unconstrained site. Part of the site is currently allocated for employment in the North Wiltshire Local Plan 2011. However, it is well known locally that it will not come forward for employment. This view is supported by the economic development officers. Although the developer's proposals for the site do not include any employment provision, the potential employment site at Showell Farm is located nearby.</li> <li>• The urban extension will provide an opportunity to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people which is a key aspiration of the local community and Chippenham Vision.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• The site will not provide the strategic housing requirement for Chippenham in its entirety. Therefore, this will need to be delivered on sites elsewhere in Chippenham.</li> <li>• Part of the site is within the flood zone.</li> <li>• The site is remote from the town centre.</li> <li>• Part of this site is within the area designated as a Groundwater Source Protection Zone (SPZ) 2. Reference should be made to the Environment Agency's Groundwater Protection Policy.</li> </ul>
Community Feedback	There haven't been many comments about this site. However, the perception expressed by some people during recent consultation is that this site is divorced from the town centre.
SA Summary	<p><b>Environmental</b> – there are few environmental constraints to development at this location. No anticipated significant effects, positive or negative. Particular consideration should be given to mitigating any adverse landscape impacts on the special landscape area to the west at Corsham Park.</p> <p><b>Social</b> – no significant effects anticipated. Benefits likely from provision of circa 800 new dwellings and scope for large number of affordable dwellings. This site, however, is not large enough to meet anticipated housing demand in Chippenham and would need to be combined with other sites.</p> <p><b>Economic</b> – no significant effects anticipated. The lack of employment provision limits any significant benefits for the local economy.</p>
Recommendation	Within Wiltshire 2026 this site was not identified as part of a strategic allocation.

	<p>This site could deliver housing to help meet the strategic housing requirement for Chippenham., although this would need to be in conjunction with other sites. The proposals do not include strategic employment provision on site. However, Showell Farm is located nearby. Therefore, it is felt that that this site should be included as part of the sustainable urban extension linking Showell Farm and Patterdown with the town centre and will help to round off development to the west of Chippenham.</p> <p>Owing to the designations in the area, further work is required to determine the exact number and location of housing. Therefore, this site is proposed to be identified as part of an area of search.</p> <p>Option 1: 28 hectares employment land and up to 1500 dwellings.</p> <p>Option 2: 28 hectares employment land and up to 800 dwellings. This option allows for the housing development to be dispersed more widely.</p>
	<b>Site 11 West of Chippenham</b>
Yield	The landowners promoted three parcel of lands, which make up a total of 71ha land. There are no specific proposals for this site, although the SHLAA has indicated it could provide 2000 houses. There is no guarantee that this site will be delivered for housing.
Opportunities	<ul style="list-style-type: none"> <li>•</li> <li>• It has been suggested during the Core Strategy consultation 2011 and Chippenham workshop (March 2011) that employment would be an option for this site, benefitting from the location adjacent to the strategically important A350. It is also opposite the existing Bumpers Farm Employment Estate.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• The site is divorced from the town by the A350.</li> <li>• The site as an employment site is currently untested and therefore there is no certainty as to whether it could be delivered.</li> <li>• The site is located near to Sheldon Manor which contains a scheduled monument and historic park and garden.</li> <li>• Part of this site is within the area designated as a Groundwater Source Protection Zone (SPZ) 2. Reference should be made to the Environment Agency's Groundwater Protection Policy.</li> </ul>

Community Feedback	The local community perceive this to be a better option for development, possibly because it is located away from existing properties. During the Chippenham Workshop (March 2011), it has been suggested that this site should be considered as an employment site to benefit from its location next to the A350 and opposite the existing Bumpers Farm employment site.
SA Summary	<p><b>Environmental</b> – there are potential significant effects regarding protection of heritage assets, in terms of the district conservation area to the north and Sheldon Farm/Manor to the south. Sheldon contains a schedule ancient monument and a historic park/garden and this area should be protected from any harm.</p> <p><b>Social</b> – no significant effects recorded as there are no details of proposed development. A mixed-use development that contains a range of quality dwellings with good quality employment opportunities would increase self-containment and possibly give greatest social benefits.</p> <p><b>Economic</b> – no significant effects recorded as there are no details of proposed development. If developed solely for employment purposes, this would greatly benefit the local economy and prevent further increases in out-commuting.</p>
Recommendation	Within Wiltshire 2026 this site was not proposed as a strategic site. This site is not being carried forward as a strategic site because it remains the case that this site is considered to be separated from the town as it located west of the A350 and there are alternative sites which can form better sustainable urban extensions linked to the town centre.

8.4 During the additional consultation for Chippenham, it was suggested that M4 Junction 17 should be considered as an alternative strategic employment site to the strategic employment sites at Chippenham. This site was not presented as potential site for consideration during the visioning workshop (September 2010) or the Chippenham Workshop (March 2011) because although this site is located in the Chippenham Community Area, it is located 2.5 miles from Chippenham. The site would entail journeys from Chippenham, all of which could be avoided by siting such a development close to a town such as Chippenham. The delivery of a new employment site at Junction 17 would not take away the need to provide employment land at Chippenham itself. The provision of new employment land at the town is required in order to redress the existing imbalance between jobs and homes at the town.

## **9. Site Selection Update for Chippenham Following Wiltshire Core Strategy Consultation 2011**

- 9.1 The responses from the Wiltshire Core Strategy Consultation June – August 2011 show there is a mix of views about the proposals for Chippenham. There were 550 responses altogether. 17 of the responses specifically supported Option 1 whilst 8 specifically supported Option 2. Some respondents although they gave support to either Option 1 or Option 2, went on to give reasons as to why they didn't support the options outright. The majority of the responses did not support either Option 1 or 2 including the proposed level of development, but some did appear to support specific elements of the proposed strategy, although they didn't acknowledge this.
- 9.2 Wiltshire councillors for Chippenham welcomed the work which has gone into the draft Core Strategy and much of its content and gave their support to a strong planning framework for the town, its surrounding areas, and support the Councils timetable for its completion. They also put on record their appreciation for the amount of consultation with local people that has been delivered, although felt that the quality sometimes remains uneven. In particular the councillors support:
- That the future of the town should be employment led, and that housing development should be phased over time.
  - The focus on employment, not least to help reduce the high proportion of out-commuting to work, which has reached a level which is unhealthy for the town as well as environmentally damaging.
  - The importance of good quality development of the Bath Road/Bridge Centre site for the town.
  - The need for economic and social regeneration of the town centre, and associated resistance to further out-of-town retail.
  - Improvement of the public transport offer and its interconnectivity.
  - Delivery of shared services and shared locations for health and emergency services, as well as for the Council.
- 9.3 They welcomed the fact that the preferred option to the east of the town as contained in Wiltshire 2026 document in 2009 has not been reinstated. However, they continue to object to the proposed level of development and the use of greenfield land and continue to believe that there are further opportunities for brownfield land to be reused in the town.
- 9.4 Chippenham Town Council support Option 2, with the caveat that the numbers put forward in that option for development figures for employment land and housing are too high. The Town Council have said they will only accept that option if the numbers are reviewed to reflect the views of Chippenham residents as shown by the results of independent consultation. Any reduction should be acceptable to the Planning Inspector.
- 9.5 Lacock Parish Council objected to the core policies that they consider will have a potential adverse effect on the village of Lacock and particularly the identification of the South West Area of Search. In their opinion:

- The Core Strategy is highly deficient in that it fails to make any meaningful reference to Lacock in the context of how the major development proposals for Chippenham, or the proposed expansion of the housing stock in Melksham, might affect the village and its environs. Lacock is already adversely affected by the failure of Wiltshire Council to develop the necessary road infrastructure to accompany new housing and other developments in the Chippenham/Melksham areas.
- People in Lacock Parish weren't involved in the consultation process until exceedingly late in the process i.e. mid July. Paragraph 5.1.17 of the Core Strategy states: "The evidence, including consultation with the local community, indicates that the options now presented provide the best solution to accommodate sustainable development in the town ... " When this statement was drafted the local community had not been consulted. It was therefore a misrepresentation of the position to imply that the local community was in support of the proposals.
- The South West Area of Search will erode the rural gap separating Chippenham from Lacock. It is an area of open countryside which is visually screened from Chippenham by the railway embankment which makes it quite separate from development within the town. Development at Showell Farm and on land between Methuen Park and the railway embankment at Patterdown would result in a major encroachment into what is at present an attractive landscape.
- Wiltshire Council has not demonstrated the need for the allocation of a further major employment area given the stock of unsold plots, underdeveloped/underutilised sites and brownfield sites.
- Wiltshire Council has not justified the need for such a large new housing stock.
- The road infrastructure is insufficient to deal with the scale of development proposed in the South West Area of Search.
- Wiltshire Council is erroneous in its assertion that by developing land on both sides of the railway embankment people will be afforded the opportunity to walk and cycle to the town centre as the distance is too great and the necessary safe infrastructure does not and cannot exist.
- The proposed development would have an adverse effect on the setting of the three grade II listed buildings at Showell Farm.

9.6 Chippenham Vision comments broadly cover the following:

- The use of the community area when addressing the needs of Chippenham as a Principal Settlement is problematic given the geographic definition of the area.
- The importance of town centre brownfield regeneration sites needs to be strengthened – particularly in reference to Langley Park which is strategically very significant for Chippenham.
- A transport mechanism (such as a link road) is urgently required to divert through-traffic to and from the east and thereby relieve congestion and make access to the town centre easier. Future major developments should be required to enable such a link and other means for new residents to access the town centre

- There is a need to make much more explicit links between the identified issues and the strategy. It is unclear from the consultation document how the strategy will address Chippenham's issues.
- Access to Abbeyfield School is currently poor from the majority of the town. Improved sustainable transport links from existing and new development are required.
- The omission of the previously preferred eastern development option needs a much clearer rationale to illustrate why it is believed to be no longer viable. With the dropping of the originally preferred east Chippenham option, the prospect of a north-east link has been removed. Because of the lack of a transport analysis, the Vision does not believe this was taken into account when this option was dropped.

9.7 One member of the Vision Board subsequently commented that although they endorsed a large proportion of the Vision response there were five important elements of the Vision response which they were unable to support:

- The predominance given to additional road infrastructure.
- Supports the view that the next version of the Core Strategy needs to include detailed traffic implications of any proposed housing numbers and locations. However though this information is at present lacking, does not accept that this shortcoming of itself undermines the Core Strategy process, which has included a substantial consultation with local people. The presentation of options 1 and 2 has enabled the issues to be considered.
- Fully endorses the Vision's welcome for the reduction in housing numbers, but questions the later statements which appear to encourage an increase in the Chippenham housing numbers and opposes the more explicit encouragement to consider higher housing numbers if the current proposals do not deliver "the infrastructure improvements required". Elsewhere it is made clear that this means higher housing numbers to fund a new and expensive link road/bypass to the south or north/east of the town. View of local councillors, the Town Council, of two local MPs and the vast majority of local residents is that the proposed housing numbers are already too high.
- Agrees that the reasoning for the omission of the previous large scale eastern option needs to be more clearly stated, however this is not an argument for the reinstatement of that option, which is still widely and strongly opposed by Chippenham residents.
- Has welcomed and supported the Vision's engagement with local residents and prospective developers, but regrets that more emphasis has not been given in the Vision response to the views of local people - for example that they value and wish to enhance its market town character, its surrounding green spaces and its riverside location – and they continue to oppose additional large scale housing.

- 9.8 In terms of responses from the local community, it remains the case that there continues to be a lot of concern about the proposals for Chippenham in terms of the overall strategy and the specific proposals set out in Options 1 and 2:
- The identification of Chippenham as a principal settlement in the settlement hierarchy and the proposed level of growth is as a result of policy decisions and is not borne out of any fundamental economic or social need.
  - The effect of additional traffic movement in the town generated by additional housing and employment. Some feel that the proposed level of development on the suggested sites will only add to the congestion problems in the town. Some feel that the solution is a new road either to the south or east of the town, whilst others feel that new roads are costly and that instead alternative cheaper transport solutions should be considered.
  - The effect of the proposals, particularly from the South West Area of Search, on the A350 and the perception that it will add to the problems of the back roads through Lacock being used in particular being used as a means to get to the A350 and avoid congestion.
  - The location of proposed urban extensions:
  - The detrimental effect of North East Chippenham on Birds Marsh Wood.
  - The detrimental effect of south Chippenham area of search and particularly Showell Farm employment site on the village of Lacock, its location within Lacock Parish and Corsham Community Area.
  - There is a perception that travelling to Abbeyfield from the Area of Search will be difficult. The impact of more houses to the south of the town will further damage the viability of the town centre and increase Chippenham's reliance on out of town shopping at locations such as Sainsburys. The identification of Showell Farm as a potential employment site, because the physical location of the site is remote from Chippenham – repeated previous inquiries have identified Showell Farm as a location remote from Chippenham that, if developed, would create a 'gross intrusion into the countryside'.
  - That alternative sites are more suitable for employment than Showell Farm i.e. J17, M4 and land west of A350 because they are closer to the M4 and aren't located in the Lacock Parish.
  - That not enough consideration has been given to the reuse of brownfield sites in the town.



- The impact of further development on infrastructure including schools and health facilities and that additional development will take place without any improvements or additions to infrastructure.
- 9.9 Of those statutory consultees who have responded specifically on the Chippenham proposals, none have raised any issues that could be considered to be showstoppers.
- 9.10 Natural England based on natural environment considerations advise that option 1 may result in better natural environment outcomes than option 2. This is because:
- It will be harder to mitigate the visual impact of the east of Chippenham site, particularly south east of the site. This edge of Chippenham is neatly contained within the topography of the area. The landscape to the south west of Chippenham may be more capable of accommodating development.
  - Transport infrastructure requirements will form an expensive element of the infrastructure requirements of east of Chippenham site. This will in turn reduce the resources available for rendering the development sustainable in other regards, including the natural environment.
- In addition, Natural England have also commented specifically about the South West Area of Search:
- They welcome the country park proposals, but the extent of the south west corner of the south west Chippenham park site is unclear.
  - In terms of making this park (and the housing development) attractive, options for reducing the odour from the nearby Sewage Treatment Works should be investigated.
  - One area of the south west Chippenham site is of more visual prominence than the rest. This is the land within Chippenham Community Area. Consideration should be given to this sensitivity, and possibly using this as additional parkland area.
- 9.11 The Environment Agency has no particular preference for either option 1 or 2. They have welcomed the fact that the River Avon has been recognised and comments regarding the importance of the corridor and development incorporated. They particularly support core policy 4 which states the river will be enhanced.
- 9.12 The Highways Agency acknowledges the position of Chippenham relative to the M4 and the fact that this encourages out commuting due to its distance by road from Bristol and other centres of employment. This is facilitated by the town's location on the main Bristol to London railway line. They support:
- The recognition that employment development is important to the town which will increase self containment.

- Proposals for mixed use developments in the town because this should reduce the need to travel.
- The use of brownfield land wherever possible for development, the phasing of development of the strategic options on greenfield land, and to amend proposals for their delivery if suitable additional brownfield land becomes available.
- The Council's recognition that the net flow of commuters out of Chippenham needs to be redressed where possible by future development and that essential infrastructure improvements are required to deliver benefits from improved movement of traffic around Chippenham.

9.13 From the two options proposed they would need more detail of the feasibility work already undertaken before they can comment further, however their general position regarding greenfield development is that it should only take place where suitable brownfield sites are not available.

9.14 Developers promoting sites at Chippenham submitted comments to the core strategy. Key points from their comments are:

- They have objected to the level of housing provision for Wiltshire as a whole and have requested that a higher figure in line with the South West Regional Spatial Strategy should be considered as appropriate and as a result a higher figure more in line with that proposed in the RSS would be appropriate for Chippenham.
- North Chippenham consortium support the inclusion of their site as part of phase 1 in both options for Chippenham, subject to the following points:
  - They support the requirements to conserve and enhance the environment at Bird's Marsh Wood; provide a buffer zone between any development and Birds Marsh Wood to limit the impact of development; and provide for the restoration of the woodland and the development of an education centre to secure long term management, through the establishment of a social enterprise or similar sustainable mechanism. The Consortium is currently discussing Heads of Terms with the Wiltshire Wildlife Trust for the provision of a long term lease to the Trust to manage the woodland and establish a community and educational facility. This transfer and the establishment of a formal management regime would secure physical and environmental improvements to the wood ensuring its long term future as a local Green Infrastructure resource.
  - The Consortium are actively considering the early delivery of the proposed employment land at the north Chippenham site, this includes consideration of the establishment of a 'gateway' development at the entrance to the town. Whilst the proposed development will be of high quality and take account of its context (which is covered by other proposed policies within the plan) they do not consider that the proposed reference in this case to 'outstanding design' is necessary or sufficiently precise.
  - The provision of a Link Road between the A350 Malmesbury Road in the west, and the B4068 Maud Heath Causeway at Parsonage Way in the east is a fundamental part of the north Chippenham proposals. Not only does this road provide access to the proposed mixed use development here but it serves a wider strategic function that has benefits for the town, by providing a more direct link between the Parsonage Way industrial area and the A350 (avoiding existing journeys through the town centre), facilitating connectivity with additional development potential to the east of Chippenham, and allowing for road capacity improvements (through the dedication of the land

- necessary to enhance the A350 roundabout and allow the future duelling of the A350) increasing development capacity elsewhere.
- It is not necessary to link the delivery of a railway crossing associated with development at the east Chippenham site with the proposed strategic development at north Chippenham. This railway crossing will need to be delivered as part of any development coming forward at east Chippenham.
- Crest and Redcliffe Homes support option 1 and the provision of 28ha of employment land and up to 1500 dwellings outh west of Chippenham:
    - As an employment site it is well located to attract economic investment but also to service the local employment market.
    - As a residential site it is a sustainable location which will integrate well with the existing urban area and support regeneration of the town centre.
    - As a community resource it will provide a high quality riverside park.
    - The development area avoids all major environmental constraints including the floodplain, Rowden Conservation area and Grade 1 agricultural land.
    - A comprehensive package of transport measures and new connections could be delivered in phases as development proceeds to further enhance the accessibility of the area, and mitigate any potential impact. Option 1 makes the development and associated infrastructure more viable compared with option 2. This also enhances the potential for people to live and work in the same area thereby reducing the pressure of the transport network.
    - Assessment of geological and mineral resource has taken place. The sand and gravel resources within the site are not capable of being worked as a viable mineral extraction operation. As part of the proposed development at option 1, there is the opportunity to extract minerals prior to development for example as part of any flood prevention measures.
  - Bloor Homes support the inclusion of Hunters Moon site as part of the south west area of search in options 1 and 2, but have said:
    - The Hunters Moon site does not depend on the development of any other land to come forward. The development of Hunters Moon would not prejudice other sites within the area of search coming forward. We fundamentally object to the phasing mechanism proposed and believe it is unnecessary and unreasonable. It conflicts with the objective stated elsewhere of providing appropriate levels of new housing. The plan should remove any reference to phasing in respect of either certain periods of the plan or completion of the strategic employment site - there is no reasonable justification to either element.
  - Barratt Homes support the inclusion of Rawlings Green, East Chippenham in option 2 but have said:
    - Barratts do not dispute that there is a degree of out-commuting from Chippenham. However, it is important that a more balanced view is taken on the issue of out-commuting from Chippenham relative to the housing need and demand arising at the town and its role in the Wiltshire settlement hierarchy. The ability of the Wiltshire Core Strategy alone to reduce out-commuting from Chippenham and elsewhere is somewhat limited and should not be overstated.
    - Proposals include 6ha of employment land to accommodate a major inward investor and suitable workspaces for start up businesses. The

- shortage of new employment land should not be the principal determinant in selecting future directions of growth at the town.
- Barratts believe the Showell Farm employment allocation raises significant traffic problems. These should be investigated in more detail. The Showell Farm site is not necessarily suitable for employment use, simply because it is close to the A350 corridor. The SW area of search is poorly located to the rest of the town, including the town centre and the railway station.
  - Rawlings Green proposals utilise the River Avon as a key element of the development. The floodplain is to be protected, the river corridor is to be enhanced for wildlife and as a recreational space. On site pedestrian and cycleway routes will contribute to the provision of off-site sustainable transport enhancements and links to the town centre.
  - The Rawlings Green proposals will deliver significant highway improvements, including the railway bridge, link to Parsonage Way and the link to Monkton Park, adjacent to Darcy Close.
  - The Rawlings Green site is the closest urban extension to Abbeyfield School. It is envisaged that pupils arising from the development would attend Abbeyfield school. The long term secondary education school site should be identified by the Core Strategy, should the need be confirmed for the plan period.
  - Barratts do not accept the justification for the abandonment of the previous preferred option. This should be reconsidered in light of the need for increased housing at Chippenham.
  - The proposal to phase development to ensure that jobs are able to come forward before significant new homes have been built is wholly untenable and unrealistic.
- Chippenham 2020 are promoting an alternative site to the east of Chippenham (Hardens Farm and Leazes Farm) and have objected to both options and in particular:
    - Challenge the loss of the preferred status and the promotion of both alternative sites because they are of the view that the promotion of such alternative sites as being wholly unexplained and not supported by the evidence base which is fundamentally flawed.
    - Considers that a fundamental review of the options and the evidence base which has led to the option selection is absolutely essential.
    - The housing land availability strategy provides for inadequate growth. The numerical modelling and forecast for housing growth are unsound.
    - Land allocated for new and existing employment purposes are unreasonably restrained without good purpose.
    - The geographic distribution of new employment land in out of town locations are inappropriate as they will not attract valuable B1 employment investment. The transport and spatial strategies appear to make arbitrary site choices which are not supported by the emerging evidence base and do not withstand scrutiny.
    - The Sustainability Appraisal supporting the evidence base is wholly unsound. It is based on conjecture and guidance, rather than objective evidence produced by experts from relevant disciplines. As such, it is an inappropriate basis upon which to formulate policy.
    - Suggest that if further employment land is required earlier than land to the east of Chippenham can deliver, then sites to the north and west of the town can also be brought forward – expansion of Kington Park; development of land to the west of A350, opposite Bumpers Farm and Hunters Moon which is already allocated for employment.

- Gleeson Homes promoting Forest Farm have objected to the SA assessment for Forest Farm and the omission of their site as part of the options for Chippenham. They are of the view that:
  - The Sustainability Appraisal (SA) is so deficient that it cannot reasonably be used to justify the preferred options. If this were a submission document it would accordingly have to be found unsound on that score alone.
  - If the overall housing numbers are to stay the same, the development of Forest Farm can also be considered as a more sustainable alternative to either north east Chippenham and/or the higher figure (up to 1500 as opposed to 800) for south west Chippenham.
  - The Forest Farm site would be more sustainable than north East Chippenham which would exacerbate out commuting, one of the effects that the Core Strategy seeks to reduce.
  - Further detailed work needs to be undertaken to assess its relative merits against the east and south west extension sites.
  - Have concluded the only reason given for not allocating the Forest Farm site is that no employment was proposed in the initial (SHLAA) proposals. The Council, however, has never asked if this is a possible option which indeed it is. This is a very viable option capable of better meeting the Council's wider planning objectives than at least one other option and possibly others. The whole selection process should therefore be re-considered with employment included on this site. The objectors would be very willing to discuss more detailed development possibilities with the Council prior to such a re-appraisal.
- Robert Hitchens are promoting land at Barrow farm. They are of the view that a strategic allocation is proposed to the north east of Chippenham (under both Options 1 and 2) for 750 dwellings and 2.5ha of employment. It is considered that additional land can be released in this area to provide for a total of around 1,700 dwellings together with 7.2 ha employment land together with associated social and green infrastructure (as shown on the Plan below). This could either provide for the additional dwellings required or be allocated as an alternative to east Chippenham or part of south west Chippenham.
- Three landowners have promoted amendments to the south west Area of Search. These are:
  - Two parcels of land at Saltersford Lane and Patterdown - The joint owners are of the opinion that the land which forms part of the area designated in option 1 and the adjacent area not designated in option 1 is suitable for development in view of its proximity to the existing settlement boundary and relatively good access to the town centre. The joint owners, are prepared to actively promote this land in conjunction with other adjacent land owners for the development, as proposed, to ensure its deliverability.
  - Land north of Patterdown Farmhouse – The landowner is of this opinion that this site is well related to the wider search area and is contained between Patterdown Road and the railway (approx 1.2ha). Permission has previously been granted for employment uses on buildings to the south. A smaller site provides opportunity for choice by potential occupiers, rather than all development at Showell Farm.
  - The paddock on the left hand side of Rowden Lane, to the rear of Rowden Road and the former pig farm on the right hand side of the lane, up to the first cattle grid - These parcels of land are already committed to future development following an appeal.
- One owner has promoted an extension of 3.1ha to an existing employment site at Kington Park, Kington Langley. The owner is of the opinion this site is more favourable than sites further south because it will help to minimise vehicle movements on the western bypass and will provide an opportunity to develop a 'gateway/landmark' building on the west side of the A350.

## **10. Consideration of Representations Made to Chippenham Proposals set out in Core Strategy Consultation June-August 2011**

10.1 The Council has considered the representations for Chippenham following the Core Strategy Consultation 2011.

### Status of Chippenham in the Settlement Strategy

10.2 It is not considered appropriate to change the status of Chippenham to market town within the settlement strategy nor is it appropriate to rename the categories. It remains appropriate that Chippenham is identified as a principal settlement along with Trowbridge and Salisbury. These three centres are the most significant settlements within Wiltshire and will be the primary focus for development. The role and function analysis identifies that these settlements have a number of similarities that indicate their potential to be the focus of development in Wiltshire. These settlements can be considered to have a sub-regional importance, and offer the best potential to improve self-containment and enhance the economic performance of Wiltshire.

### Employment Provision

10.3 The provision of new employment land at Chippenham reflects one of the key outcomes from the second workshop (March 2011) in Chippenham which was:

- The delivery of economic growth and employment opportunities is considered to be important and it was recognised that economic development can help to reduce out-commuting and provide greater opportunities for existing residents as well as making the town and attractive employment centre for young people and school leavers

10.4 It reflects Vision for Chippenham, which is for Chippenham to become a:

- A vibrant business location and; and,
- Enable people to live and work locally, including young people.

10.5 Many of the responses argued that not enough was being done to re-use and redevelop existing employment sites and if these sites were used

instead, it wouldn't require the allocation of new sites, in particular Showell Farm.

10.6 The strategy for employment includes protecting existing employment sites where appropriate. In Chippenham these are Bumpers Farm Industrial Estate, Langley Park, Metheun Park and Parsonage Way Industrial Estate. The evidence to support this is set out in the Economy Topic Paper and has been re-examined as part of the Workspace and Employment Land Review 2011. This suggests that there is a strong demand and a serious shortage of supply of employment land in Chippenham. If this situation is allowed to continue, employers will move elsewhere and Chippenham is in danger of being completely overlooked as a potential business location in the future. A fair proportion of the existing employment land estate is in poor repair (in both private and public ownership) and in some cases the cost of remediating the land and or buildings outweighs the financial return from redeveloping the land. The Workspace and Employment Land Review 2011 at Paragraphs 4.43 and 4.44 say

'The shortage of commitments is particularly pronounced in the Principal Settlements of Salisbury, Chippenham and Trowbridge. As these settlements will provide for a significant proportion of the county's new housing to 2026 it is important that new employment allocations are made in order to protect and improve self containment levels. Furthermore, if the land is to be developed for employment purposes it is important that the allocations are attractive to businesses and developers particularly with regard to location and development viability.

The shortage of readily available land has been raised as a key issue that must be addressed sooner rather than later if existing larger employers are to be retained and new inquiries catered for. Agents and key stakeholders consulted during the course of this study have identified a number of businesses that have either relocated outside Wiltshire or are considering doing so because they cannot find suitable land on which to expand their operations. In Chippenham for example, two larger existing employers are looking to expand but cannot find space. One of these businesses, Herman Miller, requires a new manufacturing and distribution facility of about 14,000 sq m, with associated office space (1,400 sq m), and parking for 30 HGVs and 120 cars. A development of this nature would require between 4 and 5 ha of land.'

10.7 In terms of the amount of employment land to be delivered at Chippenham, it is considered that it is reasonable for the allocation to be higher than other towns in Wiltshire reflecting its status as a principal settlement. The Workspace and Employment Land Review 2011 has confirmed that:

'Proportionally higher shares of employment allocations should be given to the primary settlements in Chippenham and Trowbridge. These urban settlements have more scope for meeting objectives such as the alignment of residents with a choice of jobs, linking businesses with infrastructure to support business growth and economic development through generous land allocations, and attracting unforeseen inward investments.' (Paragraph 5.74)

10.8 The Core Strategy consultation document published in June 2011 proposed 30-33ha of new employment land at Chippenham. The Workspace and Employment Review 2011 suggests a future employment land requirement of 13.2ha for Chippenham. This is lower than the amount of land identified in the Core Strategy Consultation Document 2011 and the report goes on to say that Chippenham could have a surplus over the calculated requirement if all sites are delivered during the Core Strategy period. It advises that ‘Wiltshire Council will need to carefully consider apparent over supply of land by prioritising the best sites in terms of commercial attractiveness and achievability’.

10.9 As part of the Workspace and Employment Review 2011, the following new greenfield sites in Table 5 at Chippenham have been assessed for commercial viability:

Table 5: Workspace and Employment Review 2011 Chippenham Sites Assessment

<b>Sites not considered deliverable in the plan period:</b>	<b>Reasons</b>
Hunters Moon (12.5ha)	Hunters Moon, Chippenham, is located close to Methuen Business Park. It is unsuitable because it is currently accessed via narrow roads, is sloping and is relatively detached from the town. Even with significant investment on road links and site levelling it is only likely to be seen as a secondary business location which will not generate sale and rental levels to make development viable for employment uses. The site owner has not demonstrated any intention to develop this site for employment use in the last 10-15 years.
<b>Sites considered deliverable in the short-term</b>	



Showell Farm (18ha)	<p>Accessibility is very good onto the A350, with links to the M4, and to the A4, with links to Bath. Public transport links are not available yet but would be created.</p> <p>Too far from the town centre for office uses but could be attractive to distribution businesses as Bumpers Farm is full. Suitable for B8 uses.</p>
Hill Corner (2.5ha)	<p>Very good location commercially close to A350 and M4, however currently no vehicular access to the site. Some bus routes operate close by on Malmesbury Road, railway station is approx 1.5miles from the site. Potentially attractive site for office uses (extension to Greenways Business Park). Situated 5 minutes from the M4. Deliverable as part of a residential led mixed use scheme. Suitable for B1 uses</p>
<b>Sites Considered Deliverable in the Middle to Later Stages of the Plan Period</b>	
Rawlings Green, East of Chippenham (2.5-6ha)	<p>Accessibility to the site is currently along a single track route between Langley Park and Parsonage Industrial Estate that crosses the railway. Alternative methods of linking to strategic routes are being investigated by Barrett Homes.</p> <p>The site would be attractive to businesses providing a suitable link can be developed with the A350 and M4. Unlikely to come forward in the next 5 years as new access has to be created over railway. This site could be developable towards the end of the plan period as part of a residential led mixed use urban extension, but other sites are better positioned.</p>

Source: Workspace and Employment Review 2011 Technical Appendix 5.

10.10 The Workspace and Employment Review 2011 also examined two new alternative sites for employment. These are set out below in Table 6.

Table 6: Workspace and Employment Review 2011 Chippenham Alternative Sites Assessment

Site	Conclusion
Land near Junction 17	Greenfield site located next to Junction 17 of the M4 and approximately 2.5 miles from Chippenham. The land has already been promoted as a potential site for waste through the Waste Development Plan Document process. Direct access to the M4 makes the site a very attractive potential location for distribution businesses. There are no major identified constraints to bringing the site forward. However, the location of the site in relation to Chippenham may not help to address improved self-containment aspirations for the town.
Land off A350	Greenfield site on the northern fringe of Chippenham close to Bumpers Farm. The land is flat and is well located in relation to the town centre and Junction 17. It would be particularly attractive to distribution businesses as well as existing larger employers in the town that have out grown their existing premises. Part of the site is within a protected archaeological site and, therefore, surveying will be required prior to development and/or the developable area may need to be reduced.

Source: Workspace and Employment Review 2011 Technical Appendix 5.

10.11 Some of the responses from the local community during the consultation in the summer suggested that MOD sites should be considered as alternatives to allocating new employment sites at Chippenham. This is not considered appropriate. Whilst re-use of military establishments is considered elsewhere in the core strategy and the potential for the redevelopment of Hullavington MOD site which is located in the Chippenham Community Area is identified as an issue to be addressed, redevelopment of MOD sites will not improve self-containment by helping to redress the existing levels of net out-commuting and contribute to improving the critical mass of Chippenham thereby supporting improved services and helping to deliver enhanced infrastructure. This includes RAF Lyneham. Until recently it was not clear as to what the MOD's aspirations for the future use of RAF Lyneham were and there was no guarantee it would be available for development during the Core Strategy period. However, on 19 July 2011 the Government announced plans to move military technical training to the base, thereby meaning it is not available for redevelopment.

10.12 Therefore it is considered that it is appropriate and necessary to allocate new sites for employment at Chippenham in order to ensure that a sustainable distribution and choice of employment sites will be provided at the town and to ensure that the strategy to develop the strategic employment role of the town is achieved. The Council considers that it is appropriate to allocate a higher amount of new employment land than suggested in the Workspace and Employment Land Review in order to ensure existing larger employers can be retained and new inquiries catered for. Supported by further housing development, this will help to redress the issue of out-commuting, improve self-containment of the town and achieve key objectives of the Vision which are for the town to be:

- a place to live and work
- a vibrant business location.

Most importantly it will give young people the opportunity to choose to live and work in Chippenham.

### **Housing Requirement for Chippenham**

10.13 The justification for the housing requirement has been set out in the Housing Requirement Topic Paper. In arriving at the figure of 4000 houses for Chippenham regard has been had to the additional consultation that was carried out for the town prior to the Core Strategy consultation in June 2011 as detailed within two reports set out as part of the evidence base – Chippenham Visioning Report (September 2010) and Chippenham Workshop (March 2011), both of which are available at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm> and summarised earlier in this report at paragraph 6.12.

10.14 A range of informative figures were presented at the Chippenham Workshop (March 2011). These estimated the remaining housing requirement for the town based on a number of policy assumptions:

- Meeting Natural Demand
- Providing for the future population
- Providing for employment growth

10.15 The figures were discussed by attendees and a consensus opinion of somewhere between meeting natural demand and providing employment growth i.e. between 770 and 2,570 dwellings was arrived at. When existing completions and commitments (which cannot be influenced by the Core Strategy) are included, this provides a range of 3,100 to 4,900 homes. The proposed housing requirement for the town was determined to be in the middle of this range, namely 4,000 homes. This housing requirement figure reflects the need to deliver jobs and new employment land and reflects evidence including views of the community to deliver more balanced growth over the plan period.

10.16 There continues to be the view that not enough is being done to realise the potential for the redevelopment of previously developed land rather than allocating greenfield land. As explained earlier in this report at paragraph 8.3, the opportunities for brownfield sites have been thoroughly examined as part of the site selection process.

10.17 This situation hasn't changed and it remains the case that the limited opportunities for the redevelopment of brownfield sites in Chippenham

currently means that it is necessary to identify greenfield sites on the edge of the town in order to ensure that the strategy can be delivered.

10.18 Developers promoting the sites at Chippenham, have suggested that the housing figure for Chippenham should be higher and more in line with what was proposed in the South West Regional Spatial Strategy. This has been re-examined as part of Topic Paper 15 Housing Requirement for which it is concluded that it is not appropriate to increase the housing requirement figures for Wiltshire. As stated at paragraph ES.20 and ES.21 of that document:

‘Delivery at the scale of 37,000 has been developed in conjunction with local communities, and conforms to the strategic requirements identified within the Technical Paper, which was supported by the SA. This level of housing will support the projected employment growth, and will go some way toward addressing out-commuting.

‘The housing requirement has been developed reflecting the need to deliver jobs and new employment land and reflects evidence including views of communities to deliver more balanced growth over the plan period. The employment land requirement is generous and will ensure a flexible and responsive supply of appropriate sites and seeks to maximise the delivery of jobs to ensure balanced growth. The Core Strategy should provide the right environment to encourage economic development and ensure that sufficient housing is delivered to support this, while recognising the potential for existing residents to change their place of work to within Wiltshire.’

10.19 Therefore, it is considered that the housing requirement should remain the same i.e. 4000 new homes for Chippenham between 2006 and 2026, of which 2250 are on strategic sites.

### **Infrastructure Delivery Plan**

10.20 One view expressed by members of the local community during the Core Strategy Consultation 2011 is that current infrastructure in Chippenham including schools and health services are under strain and the proposed level of development will add to these problems. In line with national planning policy, an infrastructure delivery plan is being developed alongside the Core Strategy. The Council will work in partnership with infrastructure providers and neighbouring authorities to ensure that new or improved infrastructure is delivered prior to, or in conjunction with, new development.

### **Chippenham Traffic Modelling Work**

10.21 Further traffic modelling work is taking place for Chippenham, which is being used to inform the site selection process. Consultants were asked to undertake cost and benefits analysis of Options 1 and 2 and also an Option 3 consisting of the sites which made up the preferred option in the earlier Wiltshire 2026 consultation carried out in 2009. All three options would require major road improvements costing in the region of £20-22million. In

addition other costs were identified but not quantified. The Transport Strategy Chippenham – Land Allocation Report (November 2011) can be viewed at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>

10.22 The transport modelling work undertaken shows that all options have an impact on the road network and overall, there is no option that is clearly better in transport terms than the others. The options have all been looked at in some detail, considering factors such as accessibility and wider benefits as well as traffic impact. The key findings of the analysis undertaken show that:

- In terms of accessibility, allocating growth to sites located close to the town centre and the railway station, with good potential for new pedestrian and cycle linkages is to be encouraged. In that respect, Option 3 would be the best option.
- If traffic impact is considered, without mitigations, then options making the most of the strategic road network would be preferred and options locating development away from the strategic road network, having a direct impact on the town centre would be discarded.
- The cost of mitigation is another criteria considered, and it is considered that the impact of Option 1 focused on the A350 could be mitigated at a lower cost than the impact of Options 2 and 3, especially as in addition to key infrastructure requirements, Options 2 and 3 would potentially have to address town centre impacts.
- Finally, in terms of wider benefits, it is likely that spreading intervention across a wider area mitigating the impact of future development while alleviating existing traffic congestion problems should be encouraged. Option 2 would provide this wider degree of intervention.

## Wiltshire Historic Landscape Assessment

- 10.23 In view of the national significance of Wiltshire’s historic landscape, Wiltshire Council is anxious to ensure strategic spatial decisions are made with a clear understanding of the effect on the historic environment. The aim of the Wiltshire Historic Landscape Assessment (January 2012) is to deliver robust and defensible evidence to assess the heritage landscape impacts of the proposed strategic site allocations set out in the draft Wiltshire Core Strategy. The full report is available at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>
- 10.24 The conclusions for the sites contained in Options 1 and 2 of the Wiltshire Core Strategy Consultation Document 2011 are set out in Tables 7 and 8.

Table 7 Summary of Conclusions on the risk to the historic environment (known sites) from each proposed development site.

Site name (and number)	Known heritage on site	Site or Monument setting/context	Designed landscape or farmstead setting/context	Settlement setting	Overall rating
Land North East Chippenham (2)			*Proximity to Barrow Farmhouse	+Screen planting required along site’s north boundary to soften development	<b>Moderate Risk</b>
Land South East Chippenham (3)	*Roman & medieval settlements	*Rowden Farm Scheduled Monument within site	*Rowden Farmhouse and Conservation Area in site	*Impacts upon Chippenham & surrounding Conservation Areas	<b>High Risk</b>
Land SW of Abbeyfield School (4)			+Screen planting needed along north & east boundary to reduce impact on Gate Farm & Harden’s Farm		Low Risk
Land East of Chippenham (5)	* Roman settlement		*Rawlings Farm within site, Upper Peckingell adjacent	+Screen planting needed along site’s north boundary to lessen impact on Conservation Areas & farmstead	<b>Moderate Risk</b>

Source: Table 4.1 Wiltshire Historic Landscape Assessment

Table 8 Summary of conclusions on the risk to potential archaeology on each proposed site

Site name (and number)	Potential heritage on site	Overall rating
Land North East Chippenham (2)	<i>*Extent of Prehistoric, Roman, Saxon &amp; medieval activity within site &amp; vicinity *Areas of pasture potentially undisturbed by ploughing</i>	<b>High Risk</b>
Land South East Chippenham (3)	<i>*Roman settlement within the site *Evidence of prehistoric &amp; medieval activity *Areas of pasture potentially undisturbed by ploughing</i>	<b>High Risk</b>
Land SW of Abbeyfield School (4)	<i>*Roman activity within the vicinity *Undeveloped nature of site</i>	<b>Moderate Risk</b>
Land East of Chippenham (5)	<i>*Roman settlement discovered within site *Evidence of Bronze Age, Iron Age &amp; medieval activity on site &amp; vicinity</i>	<b>High Risk</b>

Source: Table 4.2 Wiltshire Historic Landscape Assessment

### Sustainability Appraisal Update

10.25 The SA/SEA has been reviewed and updated accordingly in light of the comments received during the consultation and further transport modelling work. This appraisal has examined four strategic options for development in Chippenham:

- Options 1 and 2 has been reviewed.
- Option 3 – Sites included as part of the previous Wiltshire 2026 preferred option in 2009;
- Option 4 – Sites to the South of Chippenham.

- 10.26 A number of positive and negative significant effects are considered likely with each option and these have been highlighted. All four proposed options promote brownfield sites in the town, which are favoured in sustainability terms, and include land south-west of Abbeyfield School. However, the vast majority of new development will be required on strategic greenfield sites on the edge of the urban area.
- 10.27 It is considered that there are no absolute constraints to development in sustainability terms for any of the options and at any individual site location. Significant adverse effects are envisaged for all options against sustainability objectives relating to land and soil, water and climatic factors – this is due to the level of growth proposed. Significant benefits are envisaged for all options against sustainability objectives relating to housing, economy and employment, again because of the level of growth proposed.
- 10.28 Mitigation is possible to reduce the significance of some of these effects and is likely to take place at site level and at the wider transport network level including through measures to reduce transport impacts, reduce environmental impacts and measures to maximise the sustainability standards of new buildings to increase energy and water efficiency, including renewable energy provision.
- 10.29 Options 1, 3 and 4 are considered likely to lead to significant adverse effects on the sustainability objectives relating to air quality and environmental pollution and transport because the majority of new development would be concentrated in one location. Option 2, however, is not considered likely to lead to significant adverse effects in these areas because of the dispersed nature of development; this would result in the dispersal of traffic impacts over a wider area with no specific concentration of impacts. Strategic development will have good access to the strategic road network (A350), including Rawlings Green via a new railway crossing which also has good proximity to the railway station and employment areas to the north.
- 10.30 Option 2 will avoid the need for an eastern distributor road between Rawlings Green and London Road, thus avoiding many of the effects relating to air quality, noise and light pollution and loss of tranquillity in that part of Chippenham. The proposed road link over the railway line, connecting the Rawlings Green development and Monkton Park to the north Chippenham development and the A350 north is a key piece of infrastructure likely to mitigate some of the impact of developing the Rawlings Green site. However, modelling work undertaken shows some degree of impact on the operation of the town centre, related in part to the constrained A350 corridor.
- 10.31 The sustainability appraisal has stated the importance of resolving existing transport issues and future transport issues associated with new development. It acknowledges that parts of the eastern development area (particularly land at Rawlings Farm) are more accessible to the town centre and railway station than the south-west area of search. However, transport modelling undertaken suggests that because the eastern side of



Chippenham is further from the strategic road network ie A350 this may lead to greater transport impacts as traffic generated from the development would seek to reach the strategic road network with additional cross town movements.

- 10.32 Mitigation measures in terms of new highway infrastructure and highway improvements are likely to be significant (estimated at £21-22m whichever option is taken forward and there is concern that this cost will reduce the amount of investment made in other essential social and environmental infrastructure. It is essential that transport mitigation schemes are able to bring wider benefits to the town and it is considered that schemes involving town centre traffic improvements, a new railway crossing and improvements to the A350 are more likely to achieve greater sustainability benefits.
- 10.33 The decision as to which option to take forward in terms of sustainability effects is likely to hinge on the relative advantages and disadvantages of a dispersed versus non-dispersed approach. A non-dispersed approach is likely to concentrate impacts in one or two locations and these impacts will possibly be greater in terms of the environmental objectives. A dispersed approach could spread impacts over a wider area; these effects are less likely to be as significant against the environmental objectives but any cumulative effects of developing a number of sites will need to be considered.
- 10.34 Previous sustainability appraisal work undertaken post *Wiltshire 2026* stated that development could conceivably take place in a number of different locations to maximise the strengths that each option offers, avoiding areas of particular environmental concern, including the River Avon corridor, Rowden Conservation Area and Birds Marsh Wood and reducing impacts concerning landscape and transport.
- 10.35 Development adjacent to the existing urban area is considered more sustainable than development that is divorced from the urban area as it is likely to be able to take advantage of existing services, facilities and infrastructure and be able to contribute more to regeneration of the town centre because of closer proximity. Proximity to existing public transport services and public transport interchanges in the town centre is also likely to reduce the need to travel, facilitate a modal shift to sustainable transport modes thus improving air quality and congestion levels.

## **11. Review of Chippenham Strategic Sites Following Core Strategy Consultation 2011**

- 11.1 The Core Strategy Consultation Document 2011 Core Policy 5d included two options for strategic sites at Chippenham. The sites and options for Chippenham have been reviewed, taking into account comments received during the Core Strategy consultation 2011, additional evidence gathered since then and the updated sustainability appraisal work.
- 11.2 It has been concluded that an amended Option 2 be carried forward to be included in the Core Strategy submission draft, According to the Sustainability Appraisal, this option offers the best opportunity for disaggregated development with three smaller strategic development sites potentially having fewer environmental impacts.
- 11.3 Trajectory information has been obtained from the developers promoting sites and is available to view at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>

The strategic sites will contribute to achievement of the vision objectives for Chippenham and in particular will:

- contribute to improving the self-containment of Chippenham, ensuring it maintains its status as a principal settlement in Wiltshire.
  - include employment land to strengthen the employment offer of the town so that it becomes a vibrant business location
  - include a mix of dwellings types including starter homes; key worker dwellings and executive style homes, ensuring that people can live and work locally, including young people.
  - improve the critical mass of the town thereby supporting improved services, the regeneration of the town so that it becomes a retail destination of choice.
  - Respect the natural heritage and contribute to the river corridor being integrated within the town.
- These respond to issues which were raised during the consultation for the Core Strategy, including the additional consultation work for Chippenham.

### **North Chippenham**

- 11.4 This site was first identified as part of the preferred options in the Wiltshire 2026 Core Strategy consultation document in 2009. As a result of the ongoing site selection work for Chippenham which followed, it was identified in the Wiltshire Core Strategy Consultation 2011 document as being able to provide a sustainable urban extension containing housing and employment land which could be delivered in Phase 1 of the plan period to help meet the 5 and 10 year strategic housing requirement for Chippenham.

- 11.5 The site was identified as providing an opportunity to improve the transport connectivity in the town. One of the delivery criteria was that for Option 2, delivery of the road link across the railway in conjunction with East Chippenham would be delivered. The developers promoting the site in their response to the Wiltshire Core Strategy Consultation 2011 were of the opinion that it is not necessary to link the delivery of a railway crossing associated with development at the east Chippenham site with the proposed strategic development at north Chippenham. This railway crossing will need to be delivered as part of any development coming forward at east Chippenham.
- 11.6 As explained earlier at paragraph 10.21 further transport modelling work has taken place and it is maintained that this site will provide an opportunity to address the concerns the local community have about transport congestion and improve the transport connectivity in the town by providing a new road for access to the proposed mixed use development and to also serve a wider strategic function that has benefits for the town, by providing a more direct link between the Parsonage Way industrial area and the A350 (avoiding existing journeys through the town centre), facilitating connectivity with additional development potential to the East of Chippenham, and allowing for road capacity improvements. Together with the Rawlings Green, East Chippenham site it will improve transport connectivity to the north of the town and also provide the opportunity to begin to put into place appropriate transport measures should further development be required further to the east of Chippenham (New Leazes Farm and Hardens Farm) beyond this plan period. The Council remains of the opinion that the North Chippenham site should contribute to the delivery of a railway crossing in conjunction with the Rawlings Green, East Chippenham site.
- 11.7 Birds Marsh Wood is located to the north of this site. The local community has expressed concerns about the proximity of this proposed urban extension to Birds Marsh Wood and the impact on the ecological value of the site on a regular basis since 2009. Birds Marsh Wood is and will continue to be recognised as being a significant local landscape feature. However, following advice from ecologists and Wiltshire Wildlife Trust, it is considered that there is potential for significant restoration of the woodland. This was reflected in the Core Strategy consultation document 2011 Core Policy 5 which included criteria for a buffer zone to be provided between any development and Birds Marsh Wood to limit the impact of development on Birds Marsh Wood. to be taken into account when masterplanning which is to ensure that the environment at Birds Marsh Wood is conserved and enhanced. It remains the case that a buffer zone is appropriate. Development will provide for the restoration of the woodland and the development of an educational centre to secure its long term management. Enhancing the wood will also help to maintain and improve the green corridor for wildlife that exists between the wood and the River Avon corridor which is identified as a defining feature of the town and is reflected in one of the key objectives for the Vision of Chippenham. It is considered that these delivery criteria will address the concerns of the local community. The Council remains of the view that it is not appropriate the adjacent site – Land at Barrow Farm not be taken forward as part of a strategic site to the north of Chippenham because this which will enclose Birds Marsh Wood, cutting off the green wildlife corridor which exists between the wood and the River Avon, and could cause the wood to become sterile.

- 11.8 The Wiltshire Heritage Assessment (January 2012) has indicated that the listed Barrow Farm is located in proximity to the North Chippenham site, that proposed development is of moderate risk to this listed building, but that this risk may be lessened if certain mitigation measures are carried out. The assessment suggests screen planting along the northern edge of the site to soften development. The Council is of the view that the proposed buffer and landscaping measures will address these concerns. In addition, to ensure that undiscovered archaeology has been recorded, an additional requirement will be included within the site template requiring further investigations to be carried out.
- 11.9 The site will be a sustainable urban extension and will provide an opportunity to establish appropriate high quality public realm and pedestrian and cycle routes to create a lively visual and social environment linking the site with the town. As set out earlier in this report at Table 5, the Workspace and Employment Land Review has confirmed that the provision of employment land at Hill Corner is a very good location commercially close to A350 and M4.
- 11.10 Therefore, It is proposed that this site remain as a strategic allocation for 750 dwellings, 2.5hectares employment land and associated community facilities. Delivery of houses on this site will contribute to meeting the strategic housing requirement for Chippenham.The site will also deliver 2.5ha employment land which will contribute to the employment led strategy at Chippenham, helping to ensure it becomes a vibrant business location. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town.

### **Rawlings Green, East Chippenham**

- 11.11 This site was identified in the Core Strategy consultation document 2011 to deliver 700 houses and 2.5ha-6ha employment land as part of Option 2. It was identified as benefiting from being in close proximity to Langley Park, the railway station and the town centre.
- 11.12 The site was identified as providing an opportunity to improve the transport connectivity in the town. One of the delivery criteria was that for Option 2, delivery of the road link across the railway in conjunction with North Chippenham site would be delivered. As explained earlier at paragraph 10.21 further transport modelling work has taken place. This has indicated that development of the Rawlings Green site would potentially have a significant direct impact on the operation of the town centre, exacerbating issues identified in the 2026 base case. Therefore, the Core Strategy identifies the provision of a new road link across the railway line connecting with Parsonage Way. This new route is seen as a pre-requisite to developing on the East Chippenham site and when modelled, seems to accommodate the possible impact of the East Chippenham development. The principal point of access will be via a new railway bridge, which according to delivery information obtained from the developers promoting the site is scheduled to be put in place towards the end of 2013. A secondary point of access will connect with Cocklebury Road and will include improved junctions. Together with the new road associated with the North Chippenham site it will improve transport connectivity to the

north of the town and also provide the opportunity to begin to put into place appropriate transport measures should further development be required further to the east of Chippenham in the Hardens Farm and Leazes Farm areas beyond this Core Strategy period.

- 11.13 The site will be a sustainable urban extension. It will be integrated with the town and will provide an opportunity to establish appropriate high quality public realm and pedestrian and cycle routes to create a lively visual and social environment linking the site with the town centre and the improvements that will occur in the town as a result of the regeneration of the town centre and the creation of new retail opportunities in the town, which will help to reduce the outflow of shopping and leisure trips.
- 11.14 The site selection process has recognised that the site contains some Grade 2 agricultural land. National planning policy says that where significant development of agricultural land is unavoidable, LPAs should seek to use area of poorer quality land grades 3b, 4 and 5 in preference to that of a higher quality, except where this would be inconsistent with other sustainability objectives. The proposals for the site include green space and landscaping which will minimise the loss of Grade 2 agricultural land. 11.16 The site selection process has recognised that the site is adjacent to the River Avon corridor and contains land within the flood zones, that the River Avon is an important wildlife corridor which should be protected and enhanced and that development has the potential to enhance the river corridor and its connectivity to the town centre via sustainable modes of travel. As a result one of the delivery criteria set out in Core Policy 5 of the Core Strategy Consultation Document 2011 was that development should secure the enhancement and protection of the River Avon corridor to manage the area's landscape quality and biodiversity and promote recreational uses along with enhanced pedestrian and cycle access to the town centre.
- 11.15 Comments from statutory consultees have suggested that it will be harder to mitigate the visual impact of the East of Chippenham site. The Council has considered this matter, but it is felt this issue should not prevent this site being part of an option for Chippenham because mitigation measures will be included with the site template to ensure the landscape setting is maintained and enhanced as much as possible. The listed Rawlings farm building is located within the site. The Wiltshire Heritage Assessment (January 2012) has indicated that due to this and also because the site is located in proximity to the Chippenham and Kington Langley Conservation Areas, that the proposed development is of moderate risk to the historic environment, but that this risk may be lessened if certain mitigation measures are carried out. The assessment suggests screen planting to lessen the impact of development. The Council is of the view that the proposed landscaping measures and masterplanning for the site, including appropriate uses for the Rawlings Green farm, will address these concerns. In addition, to ensure that undiscovered archaeology has been recorded, an additional requirement will be included within the site template requiring further investigations to be carried out.
- 11.16 Therefore, it is proposed that the Rawlings Green, East Chippenham site remain as a strategic site providing 6ha employment land and 700 houses. Delivery of houses on this site will contribute to meeting the strategic housing requirement for Chippenham. The site will also deliver employment

land which will contribute to the employment led strategy at Chippenham, helping to ensure it becomes a vibrant business location. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town.

### **South West Area of Search**

- 11.17 The South West Area of Search was identified in Core Policy 5 of the Core Strategy consultation document 2011 to deliver either 1500 houses and 28ha employment land as part of Option 1 or 800 houses and 28ha employment land as part of Option 2. The site selection process and consultation document acknowledged that part of the area is within Corsham Community Area rather than Chippenham Community Area but this is not a valid planning policy consideration in the selection of strategic sites for Chippenham.
- 11.28 The area of search is greenfield land, but is not designated Green Belt land and it isn't located within or adjacent to the designated Lacock Conservation Area. Therefore the proposals for Chippenham will not have a detrimental effect on the village of Lacock's natural surroundings. Lacock Village is recognised in the Core Strategy as having buildings of architectural merit and being an important tourist destination in the Corsham Community Area. It is felt that although the proposal for an area of search south west of Chippenham includes land within the administrative boundary of Lacock Parish, it will not have a detrimental impact on those factors.
- 11.19 The Area of Search includes land in the Rowden and Patterdown area (i.e. west of the River Avon), but does not include Land South of Pewsham (East of the River Avon). This land has been promoted and considered as part of the site selection process but was discounted because the reduced housing requirement for Chippenham means that the entire site is not now required.
- 11.20 A principal reason for including the South West Area of Search as part of the options was due to the strategically important employment site at Showell Farm being located within this area. This site was recognised by participants during the Chippenham Workshop in March 2011 as being the largest potential employment site at Chippenham and one which if developed could meet the employment needs of the town. This site offers the best potential to provide for significant job and business growth (i.e. it would help to retain existing local businesses seeking to expand) at the town due to its location and easy access points adjacent to the A350. However, it has been previously been recognised as part of the site selection process, that on its own it is divorced from the town centre and therefore should form part of a high quality, sustainable urban extension to Chippenham, which needs to be fully integrated to the town and town centre, including via the River Avon corridor.

- 11.21 Since the consultation questions have been asked about the deliverability of Showell Farm. Members of the local community fear the site will be an example similar to Hunters Moon, whereby the site won't be marketed on an equitable basis and eventually the developer will seek to change the allocation to an alternative use such as housing or retail.
- 11.22 It is necessary to be able to demonstrate that all the strategic allocations in the Core Strategy are deliverable. Officers have been in contact with the developers who are promoting Showell Farm. The developer has now confirmed in writing that they are fully committed to delivering employment land at Chippenham. This is available to view at <http://wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm> In addition, funding has recently been secured by Wiltshire Council to enable the delivery of Showell Farm.
- 11.23 Showell Farm was identified as a potential site of 28ha in the summer consultation document. Community groups have questioned the validity of this site area. The developers promoting the site confirmed that their freehold ownership is approximately 18ha.
- 11.24 It has always been recognised that the Showell Farm employment site contains listed buildings. The Council is of the opinion that a lower site area with appropriate landscaping will ensure the setting of the listed buildings is not affected by development.
- 11.25 Therefore, it is proposed that Showell Farm remains as a strategically important employment site for Chippenham which once developed will help to redress the issue of out-commuting at the town and help to ensure Chippenham becomes a vibrant business location. The site area will be 18ha.
- 11.26 The South West Area of Search also includes the Rowden Conservation Area, the River Avon and its floodplain. During the site selection process in recognition of these factors , a Country Park was included on the proposals map as it was felt that this will provide an opportunity to manage the area's landscape quality, biodiversity and to promote recreational uses along with enhanced pedestrian and cycle access to the Town Centre. This could be delivered through a management plan for the area, with the agreement of the landowners and in collaboration with Wiltshire Wildlife Trust. The site selection process for Chippenham leading up to the Core Strategy identified that the area contains heritage assets including scheduled monuments and listed buildings. The Wiltshire Historic Environment Assessment (January 2012) has stated that proposed development has a high risk of impact on the Rowden Scheduled Monument, Rowden and Chippenham Conservation Area and that no mitigation measures can alleviate the risks. However, the Council is of the opinion that the inclusion of greenspace rather than built development where the Rowden Conservation Area and Bristol River Avon Corridor are located and landscape measures set out in the site templates will help to mitigate the risks to the historic environment. To ensure that undiscovered archaeology has been recorded, an additional requirement will be included within the site template requiring further investigations to be carried out.

11.27 The site is adjacent to the River Avon corridor and development will provide an opportunity to contribute to the River Corridor being an attractive and defining feature of the town, which is one of the key principles of the Vision. The Bristol River Avon County Wildlife Site is an important wildlife corridor and this was recognised in the Chippenham Community Area Objectives and Core Policy 5 of the Core Strategy Consultation Document 2011. There is the opportunity for this to be maintained and enhanced as part of any green infrastructure proposals. Any improvements to the river will link in with the improvements sought for the riverside environment in the town centre to ensure the river corridor becomes an asset for Chippenham.

11.28 As explained in paragraph 10.21 further transport modelling has taken place. The level of development proposed will not deliver a southern distributor road for Chippenham. Poor traffic conditions in the town centre are exacerbated by traffic reassigned from the A350, trying to avoid congestion on the northern section of this strategic route in the morning peak. The level of development in the south west, proposed as part of this option would still add pressure to the A350, and some mitigation would also be required in this case along this strategic corridor. Increased delays are likely to be generated for the following reasons:

- The A350 is a constrained corridor, especially at its northern end. This leads to reassignment of traffic through local roads.
- Some traffic generated by the East Chippenham development and bound to destinations west, south and east is likely to use the town centre road network to reach the A4 Bath Road, the A4 London Road or the A350 South.
- Traffic travelling northbound, reassigned from the A350 could use the new link road through the East Chippenham and North East Chippenham developments, creating additional west to east cross town traffic.

In the evening peak, conditions are predicted to be generally better, without any significant area experiencing impact apart from the town centre, where congestion predicted in the base case is exacerbated.

Improvements at junctions would form the most likely approach, and dualling would be less likely to be a consideration. However, the mitigation package for Option 2 delivers improvements spread more widely across the town than in the other options.

11.29 Concerns have been raised during the consultation that the location of Abbeyfield School in relation to the South West area of search means that any potential journeys for young people will be difficult and would significantly add to the traffic congestion. This is not an issue which participants raised during the additional consultation events, which included students from Abbeyfield School. Appropriate transport measures will be put in place to ensure that travelling to school from all the strategic sites is as safe as possible for students.



- 11.30 Parental rights mean it is not necessarily the case that all students will necessarily attend Abbeyfield School. In addition, it remains the case that further modelling work is required to ascertain whether there is a need for a new secondary school. Education Services have requested that a reserve site be put aside for a secondary school. There is a need for at least a 1FE primary school in this area. Education have suggested that one combined school may be appropriate. This will be considered further as part of the ongoing Infrastructure Delivery Plan work and masterplanning for the site.
- 11.31 Concerns have been raised during the consultation that the area of search site is divorced from the town and that it will be easier for people to travel to use out-of-town retail and leisure facilities, particularly those located along Bath Road. The Council agrees that the area is closer to out-of-town facilities along Bath Road. This has been confirmed within the Sustainability Appraisal. However, it is not considered that this reason should prevent the South West Area of Search site being allocated as a strategic site because it will still contribute to improving the self-containment of Chippenham.
- 11.32 Hunters Moon and Land off Saltersford Lane are also located within the Area of Search to the west of the railway line. The developer promoting Hunters Moon has indicated the site could provide 650 dwellings and combined with the adjacent Saltersford Lane this would result in a total of 900 dwellings. They have both indicated they are standalone sites.
- 11.33 Concerns expressed during the consultation have been about how this combined area is separated from the remainder of the area of search and that connectivity with the town centre is poor.
- 11.34 It has already been recognised as part of the site selection process that the site is a relatively small area, physically detached from the wider rural landscape because it is enclosed by A350 and to the west by railway embankment. The site selection process leading up to the Core Strategy Consultation 2011 concluded that the proposals do not include strategic employment provision. However, Showell Farm is located nearby and it was felt that that this site could be included as part of the sustainable urban extension linking Showell Farm and Patterdown with the town centre. Further consideration has been given to this issue. Hunters Moon site topography in particular is very challenging as it contains a hill which presents a physical, visual and perceived barrier from the western side. Access to the site is currently poor and it is felt that the railway line and road to the east create barriers to the connectivity of Hunters Moon and Saltersford Lane sites with Showell Farm/Patterdown/Rowden and the Methuen park employment site and A4 to the north create barriers to connectivity with Cepen Park and the town centre. Therefore, it is now agreed that the site is separated from the remainder of the area of search by the railway line and therefore should be treated as a standalone site. The council has suggested that improvements could be made the site layout through having a lower amount of housing and with the hill as focal point.

- 11.35 Although the Hunters Moon and Saltersford Lane sites would provide an opportunity to round off development to the west of Chippenham and help to meet the strategic housing requirement for Chippenham, it is unclear as to what further benefits they will have for the town and to meet the strategy set out in the Core Strategy and the vision objectives. Therefore, it is considered that Hunters Moon and Land at Saltersford Lane should not be taken forward as part of the South West Area of Search at present.
- 11.36 Consequently it is proposed that only the Patterdown, Rowden and Showell part of the Area of Search site remain as a strategic site providing 18ha employment land and 800 houses. The strategically important Showell Farm employment will be delivered which will contribute to the employment led strategy at Chippenham, will help to redress the issue of out-commuting at the town and ensure it becomes a vibrant business location. Delivery of houses on this site will contribute to meeting the strategic housing requirement for Chippenham. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town. The dispersed option now proposed for development including at Showell farm, Rowden and Patterdon will allow for development further south east of Chippenham on Land South of Pewsham and Forest Farm to be considered in the future either as part of a review of the Core Strategy or beyond the plan period.

### **East Chippenham**

- 11.37 This land which includes Hardens Farm and Leazes Farm was included as part of the previous preferred option presented in the Core Strategy consultation document in 2009. As set out earlier at paragraph Section 4, there was opposition not only to the level of development proposed for the town, but also there was opposition to this site as part of the preferred option promoted in Wiltshire 2026 during 2009.
- 11.38 Opposition to the eastern option continued during the additional consultation work for Chippenham and was evident during the Core Strategy consultation 2011, although at that stage there was also some support for the previous 2009 eastern option.
- 11.39 This site has been reconsidered as part of an eastern option for future development at Chippenham as an alternative to the South West area of search.
- 11.40 If this site were taken forward, it will provide an opportunity to establish appropriate high quality public realm and pedestrian and cycle routes to link the site with the town centre and the improvements that will occur in the town as a result of the regeneration of the town centre and the creation of new retail opportunities in the town, which will help to reduce the outflow of shopping and leisure trips. The site is adjacent to the River

Avon corridor and development will provide an opportunity to contribute to the River Corridor being an attractive and defining feature of the town, which is one of the key principles of the Vision.

- 11.41 The promoters of the site have provided delivery and trajectory information for their site in which they have indicated it will provide 800 houses and 20ha employment land. This is available at <http://wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm> They have suggested that the development on this site could begin early in the plan period and will be phased so that development begins on both the Rawlings Green site and from land accessible from the A4 to the south of the site.
- 11.42 If this site were taken forward it could contribute to meeting the strategic housing requirement for Chippenham and employment led strategy at Chippenham, helping to ensure it becomes a vibrant business location. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town. However, the site is not currently accessible from the strategic road network. In 2009 the preferred option to the east of the town included proposals for a distributor road including a railway crossing. Some of the comments during the Core Strategy Consultation 2011 stated that a road to the east was the solution to the traffic congestion problems of Chippenham. As explained earlier at paragraph 10.21 the further transport modelling that has now taken place has concluded that this option is no better than Option 1 or 2. The Council considers that the delivery of a sizable development to the east of the river Avon would have a significant impact on the operation of the town centre road network. If unmitigated, this would lead to heightened levels of congestion on the approaches to the gyratory in the town centre, the A4 Bath Road and would put additional pressure on the Pewsham Way/Avenue La Fleche route in and out of the town centre as traffic generated by the development would seek to reach the strategic network on the other side of town.
- 11.43 The development would most likely be accompanied by the delivery of an eastern distributor road. This major piece of infrastructure would connect with the road link over the railway proposed as part of the East Chippenham development, and in conjunction with the northern distributor road delivered by the North East Chippenham site, would lead to the delivery of an 'eastern bypass' to the town between the A350 and the A4 London Road.
- 11.44 The proposed piece of infrastructure is likely to mitigate some of the impact on traffic conditions in the town centre, as well as providing an alternative route north to east to traffic currently travelling across the town. However, it is likely that locating development to the east of the town centre would still generate some east to west movements across the town trying to reach routes to the south (A350 south) and west (A4, A420) and the mitigation package would not necessarily address all potential impacts.

11.45 The promoters suggested that their site is nearer to the town centre than the South West Area of Search and therefore should be allocated instead of the South West Area of Search. As explained at paragraph 10.21 of this report, the Sustainability Appraisal has confirmed that the Rawlings Green area is nearer to the town than the SW area of search, however it goes on to say that the Hardens Farm and Leazes Farm areas are no nearer than the South West area of search. It is acknowledged in this assessment that some parts of the eastern strategic site (particularly Rawlings Farm) are closer to the town centre than land to the south-west of Chippenham, and that this may give easier access to the town centre for residents by walking and cycling. However, the proposed eastern site, at its nearest point to the town centre, is still a distance of 1-1.5km and a development of this size will still generate significant additional traffic. Provision of a new distributor road will also make travel by car an attractive option and will not encourage a significant modal shift to other sustainable forms of transport.

Therefore, the Council is of the view that the distance to the town centre from the strategic sites should not be an overriding factor in the site selection process for Chippenham and that other factors set out in this report should also be taken into account.

11.46 The promoters have suggested that their site could deliver 20 hectares employment land. However, the delivery of the employment land is reliant upon the provision of a suitable access including railway bridge and river bridge. As explained earlier in this report The Workspace Strategy in 2009 said that land at north Chippenham is arguably better located for employment uses. Market agents at the time questioned delivery of the site in relation to strategic road access and crossing the railway line, although the landowner at the time advised that there are no delivery constraints to development. As set out earlier in this report in Table 5 the Workspace and Employment Land Review 2011 has confirmed that the Rawlings Green employment site would “ be attractive to businesses providing a suitable link can be developed with the A350 and M4. Unlikely to come forward in the next 5 years as new access has to be created over railway. This site could be developable towards the end of the plan period as part of a residential led mixed use urban extension, but other sites are better positioned.” These comments apply as much to employment site provision at New Leazes Farm which on its own is not currently accessible and which relies on the delivery of strategic road access and crossing the railway line. Showell Farm is located adjacent to the strategically important A350 and therefore is likely to be deliverable earlier than land at Leazes and Hardens Farm, which will help to redress the issue of out-commuting at the town and help to ensure Chippenham becomes a vibrant business location early in the plan period.

11.47 The promoters of Land East of Chippenham have suggested that if further employment land is required earlier than the land to the east of Chippenham can deliver, then sites to the north and west of the town should be brought forward instead of Showell Farm. They have suggested Kington Park, Kington St Michael; Land West of A350 and the existing North Wiltshire Local Plan 2011 employment allocation at Hunters Moon. As set out earlier in Table 5, Hunters Moon is no longer commercially viable and the Workspace and Employment Land Review 2011 concluded that this site should not be carried forward as an employment allocation. Land West of A350 is deemed to be commercially attractive and deliverable.

However, this site is located on the western side of the bypass and does not include housing or community facilities. Kington Park is a site which would entail journeys from Chippenham, all of which could be avoided by locating development closer to the town. Showell Farm, Hill Corner and Rawlings Green employment sites all have housing and community facilities alongside will not only help to redress outcommuting and help to ensure Chippenham becomes a vibrant business location, but will contribute to meeting the strategic housing requirement for Chippenham and help to redress the existing imbalance between homes and jobs at the town. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town. Therefore, it is not considered appropriate to allocate either of the three suggested sites for employment at Chippenham in the Core Strategy.

- 11.48 Therefore, it is considered that the East Chippenham site of Hardens Farm and Leazes Farm should not be reinstated as part of a preferred option for Chippenham. The dispersed option now proposed for development including North Chippenham and Rawlings Green will allow for development further east of Chippenham at Hardens Farm and Leazes Farm to be considered in the future either as part of a review of the Core Strategy or beyond the plan period.

#### **Junction 17, M4**

- 11.49 This site has been suggested as an alternative to identified employment sites in Options 1 and 2 and as an alternative to Showell Farm employment site in the South West area of search.
- 11.50 This site was not presented as a potential site during the Chippenham Workshop (March 2011) because the site would entail journeys from Chippenham, all of which could be avoided by siting such a development close to the town. The delivery of a new employment site at Junction 17 would not take away the need to provide employment land at Chippenham itself.
- 11.51 As set out earlier in this report in Table 5 this site has been assessed as part of the Workspace and Employment Land Review 2011 where it is deemed to be commercially attractive. However, this site is approximately 2.5 miles from Chippenham and therefore it could not form part of a sustainable extension to the town.
- 11.52 It is considered not appropriate to allocate this site as a strategic site for Chippenham in the Core Strategy process. The strategy is that the provision of new employment land is required in order to redress the existing imbalance between homes and jobs at the town. As explained earlier, Showell Farm has been confirmed as the strategically important employment site for Chippenham. Work has also taken place to ensure that Showell Farm employment site is deliverable. Therefore, it is not considered appropriate or necessary to allocate a new site for employment at this

stage in the Core Strategy process. However, the opportunities for employment land to be provided at Land at Junction 17, M4 and the opportunities this provides for Wiltshire should be explored further in conjunction with the Wiltshire and Swindon Local Economic Partnership.

### **Forest Farm**

- 11.53 This site has been suggested as an alternative to other site identified in Options 1 and 2. Trajectory information provided by the developer is available to view at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm> The urban extension will provide an opportunity to provide a mix of dwelling types including starter homes, key worker dwellings and executive style dwellings. This will help to ensure Chippenham strengthens its role as a business location and ensures people can live and work locally, including young people. As set out in the site selection process leading up to the Core Strategy Consultation Document 2011, the protected Wiltshire and Berks canal route runs alongside this site, providing an opportunity for the reopening of this route to be achieved as part of the county park proposal, enabling it to become a green corridor and an asset for the town similar to that envisaged for the River Avon corridor.
- 11.54 During the site selection process which informed the Core Strategy Consultation Document 2011, it was stated that this site didn't include employment land. The developers promoting this site have now stated that this site could deliver 2-3ha employment land. This has been considered further. If this site was taken forward, it could deliver houses and employment land which will contribute to meeting the strategic housing requirement for Chippenham and employment led strategy at Chippenham, helping to ensure it becomes a vibrant business location. Together this will help to improve the self-containment of the town, helping to provide opportunities for a range of people, but most importantly allowing young people to live and work in the town. However, as set out earlier in this report at Paragraph 10.1 further transport modelling has taken place., It is considered that the North Chippenham site offers a better opportunity to improve the traffic connectivity north of the town. In addition, a new southern distributor road is not being delivered. Therefore due to Forest Farm being located to the South-East of Chippenham this would lead to heightened levels of congestion on the approaches to the gyratory in the town centre, the A4 Bath Road and would put additional pressure on the Pewsham Way/Avenue La Fleche route in and out of the town centre as traffic generated by the development would seek to reach the strategic network on the other side of town.
- 11.55 Whilst it is recognised that this site could include some land for employment, as a result of evidence set out earlier in this report in Table 5 the Workspace and Employment Land Review 2011 has confirmed that provision of employment land at Hill Corner, North Chippenham is a very good location commercially close to A350 and M4. Showell Farm has been confirmed as the strategically important employment site for Chippenham and benefits from being close to the A350. Therefore the Council considers that these sites offer a better opportunity to help to redress

outcommuting ensure Chippenham becomes a vibrant business location and together with housing and community uses will help to redress the the existing imbalance between homes and jobs at the town. .

11.56 Therefore, It is not considered appropriate to allocate this site as a strategic site at Chippenham.

### **Land SW Abbeyfield School**

11.57 Land South West of Abbeyfield School (Landers Field) was included as a non-strategic site in the Core Strategy Consultation Document 2011 document. As a result of the site selection process it was identified as a small greenfield infill opportunity to provide between 100-150 homes and approximately 1 hectare employment land. It was included because Abbeyfield School is a business and enterprise school with close links with the local Chambers of Commerce. Views were expressed during the Visioning Workshop (September 2010) and Chippenham Workshop (March 2011) that these links should be developed and that there more needed to be done to ensure young people stay within Wiltshire following education. As a result, it was felt that a small business enterprise zone, linked to the school, would facilitate dynamic and reciprocal links with local businesses to ensure direct pathways from education through to training through to employment.

11.58 During the recent summer consultation, it was commented that this site is not strategic and therefore should not be allocated in the Core Strategy. This matter has been considered and although it is acknowledged that this is a non-strategic allocation due it being a small infill opportunity, more importantly it will contribute to meeting the strategic housing land requirement for Chippenham early in the plan period and will provide an opportunity to develop employment land and facilitate links between business and Abbeyfield School helping to ensure that young people can remain in Wiltshire. Therefore this site will remain identified in the Core Strategy.

## **12. Strategic Sites for Chippenham to Be Included in the Wiltshire Core Strategy**

12.1 Over the plan period (2006 to 2026) 26.5 ha of new employment land and 2250 new homes will be provided on the following strategic sites

North Chippenham	2.5 ha employment	750 dwellings
Rawlings Green, East Chippenham	6 ha employment	700 dwellings
SW Chippenham	18 ha employment	800 dwellings

12.2 A non strategic site – Land adjacent Abbeyfield Field School is identified to deliver 100-150 homes and 1 ha employment land.



# **Wiltshire Council Strategic Site Options**

## **Landscape Assessment**

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**Appraisal of Strategic Site Options capacity to accommodate landscape and visual change**

**AUTUMN 2011**

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## INTRODUCTION

The consultation on the Core Strategy Consultation Document held in summer 2011 identified a need for further landscape assessment to inform the identification of the Strategic Sites. It was also recognised that sites lying in proximity to Areas of Outstanding Natural Beauty should be assessed with regard to potential impacts upon these nationally important protected landscapes.

The following report provides a context for each site and an initial sift based upon the professional judgement of Wiltshire Council's Landscape Officer as to whether the site options can accommodate landscape and visual change. It should be emphasised that the assessment has been undertaken to inform a decision making process and is of insufficient detail to realise the full impacts of a potential development at this stage.

## ASSESSMENT METHODOLOGY

The landscape assessment was undertaken in three phases

- Phase 1: Desk top study - review of aerial photography, Ordnance Survey maps (1:50,000 & 1:25,000), designated landscape boundaries and District Landscape Character Assessments to assess the site context and identify landscape sensitivities.
- Phase 2: Field work - rapid site survey from main roads and vantage points to confirm site context and identify sensitive views.
- Phase 3: Reporting – analysis of findings from Phases 1 & 2 and form an initial professional judgement on whether the site has the capacity to accommodate landscape and visual change.

## SUMMARY OF RESULTS

Community Area	Strategic Site Option	Capacity to accommodate landscape change
Bradford on Avon	Bradford on Avon Golf Course	Yes – with appropriate landscape mitigation
	Land at Kingston Farm	Yes – with appropriate landscape mitigation
	Land to the north of Holt Road	Difficult – development should be confined to the south of Cemetery Road

Community Area	Strategic Site Option	Capacity to accommodate landscape change
Chippenham	East Chippenham	Yes – with appropriate landscape mitigation
	North east Chippenham	Yes – with appropriate landscape mitigation
	South of Pewsham	Yes – with appropriate landscape mitigation
	South west Chippenham	Yes – with appropriate landscape mitigation
Devizes	Land between A361 and Horton Road (Employment)	Yes – with appropriate landscape mitigation
	Land east of Devizes	Difficult
	Land north east of Devizes	Difficult on green field parts of the site Yes on brown field with appropriate landscape mitigation
	Land north west of Devizes	No
	Land south of Devizes	Difficult
Tidworth and Ludgershall	Land in centre of Tidworth	Yes – with appropriate landscape mitigation
	Area 19 South Tidworth	Yes – with appropriate landscape mitigation
	Land to south and south west of Tidworth	No
	Corona Barracks and Vehicle Depot	Yes – with appropriate landscape mitigation
	Drummond Park	Yes – with appropriate landscape mitigation
	Land at Empress Way	Yes – with appropriate landscape mitigation
	South of Ludgershall	No
	West and east of Perham Down	Yes – with appropriate landscape mitigation
Trowbridge	Ashton Park urban extension	Yes – with appropriate landscape mitigation
	Hilperton Gap	No
	Land adjacent to Church Lane	No
	Land north of White Horse Business Park	Yes – with appropriate landscape mitigation
	Land south of Green Lane	Yes – with appropriate landscape mitigation
	South west of Trowbridge	No

Community Area	Strategic Site Option	Capacity to accommodate landscape change
Warminster	Bore Hill Farm	Yes – with appropriate landscape mitigation
	Land at Warminster Common	Yes – with appropriate landscape mitigation
	Land east of Warminster	Yes – with appropriate landscape mitigation
	Land south of Folly Lane	No
	Land to the rear of Bishopstrow Court	Difficult
	West Warminster urban extension	Yes – with appropriate landscape mitigation
Westbury	East of West Wilts Trading Estate (Employment)	Difficult
	Hawkeridge Farm (Employment)	Yes – with appropriate landscape mitigation
	Matravers School	Yes – with appropriate landscape mitigation
	North of Westbury	Yes – with appropriate landscape mitigation
	Redland Lane	Yes – with appropriate landscape mitigation
	Station Road	Yes – with appropriate landscape mitigation
	West of West Wilts Trading Estate (Employment)	No
	Westbury Football Club	Yes – with appropriate landscape mitigation
Marlborough	Salisbury Road	Yes – with appropriate landscape mitigation

## BRADFORD ON AVON – LAND AT BRADFORD ON AVON GOLF COURSE

CONTEXT	
Location	The site is located on the eastern edge of Bradford on Avon immediately south of the River Avon. It is currently managed as a 9 hole golf course.
Access	The site is accessed from Avon Close There are is a PRow along the south of the site.
Landscape designations	There is no inter-visibility between the site and the designated Cotswolds AONB landscape. The West Wilts Green Belt adjoins the eastern boundary of the site.
Land cover	The eastern side of Bradford on Avon is surrounded by a rural mixed agricultural landscape. Notable features include the ancient woodland Great Bradford Wood to the east, the railway corridor & meandering River Avon to the north of the site and the Kennet and Avon Canal that passes around the south side of the town. Fields in the wider landscape are bounded by largely intact hedgerows with hedgerow trees. The urban fabric of the town surrounds the site to the west and south. A new solar PV farm and cemetery lie to the north.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in Landscape Character Area B2: Avon Floodplain. Key characteristics include: Meandering River Avon and its adjacent low-lying, flat floodplain. Intimate river corridor, lined with riverside trees. Patchwork of rough grassland and arable fields within the floodplain, along both sides of the river channel. Away from the settlements, a strong sense of tranquillity. River corridor is generally inaccessible via road, although a comprehensive network of footpaths leads to, and along the river corridor.
Relevant management objectives	The overall strategy for the area is to conserve the overall peaceful rural character of the area, including the pattern of mature vegetation along the river corridor and scattered/ isolated settlement pattern. Conserve mature vegetation lining the banks of the River Avon. Seek to conserve and maintain the overall rural character of the area and generally strong sense of tranquillity away from major settlements. Conserve the relatively isolated settlement pattern along the river corridor.
Brief description of local character	The site has the typical character of a golf course with linear areas of mown grass, individual and clumps of trees. The site is a narrow linear site that slopes down to the River Avon that forms the northern boundary of the site. To the south and west lie the residential properties of Mythern Meadow, Greenland View and Greenland Mills. To the west the landscape opens up to a rural mixed agricultural landscape that separates the town from Trowbridge. The site is bounded by a mixture of hedgerows, trees and riparian vegetation. Trees and scrub line the fairways. Views along the site are open, views into the site are intermittent and filtered due to surrounding vegetation.

Key sensitive views	Residential properties to the north and west PROW to south Bradford on Avon Golf Course Views from the open countryside
CAPACITY TO ACCOMMODATE CHANGE	
<p>With appropriate landscape mitigation the golf course site could accommodate some development. There would have to be a substantial buffer between development and the River Avon and the eastern boundary to the open countryside to maintain rural landscape character. This would reduce the amount of available land. Views onto the site will need to be fully assessed to develop a robust landscape mitigation strategy, design and layout. Enhancing existing hedgerows and trees on site will also help to visually contain development.</p> <p>Development should avoid intrusive urban edges through planting new woodland. Development should deliver sustainable access to the town centre and links to the wider PROW network.</p>	

## BRADFORD ON AVON – LAND AT KINGSTON FARM

CONTEXT	
Location	The site is located on the eastern edge of Bradford on Avon south of the B3107 Holt Road
Access	There is no direct access from Holt Road. The site is part of the Moulton Estate and is accessed from adjoining fields. There are no PRoWs crossing the site.
Landscape designations	To the west of the site is The Hall Registered Historic Park and Garden. The Cotswolds AONB lies to the west of Bradford on Avon. There is no inter-visibility between the site and the designated Cotswolds AONB landscape. The West Wilts Green Belt adjoins the eastern boundary of the site.
Land cover	The eastern side of Bradford on Avon is surrounded by a rural mixed agricultural landscape. Notable features include the ancient woodland Great Bradford Wood to the east, the railway corridor & meandering River Avon to the south of the site and the Kennet and Avon Canal that passes around the south side of the town. Fields are bounded by largely intact hedgerows with hedgerow trees. The urban fabric of the town surrounds the site to the north, west and south. A new solar PV farm and cemetery lie to the east.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in Landscape Character Area C2: Semington Open Clay Vale. Key characteristics include: Predominantly flat landscape Water courses lined by riparian Distinctive corridor features A mixture of arable and pasture fields Several interconnecting main road corridors cross the area Strong sense of openness
Relevant management objectives	Conserve views across the vale to the chalk downland Restore gappy hedges Encourage new development to fit with the local vernacular Screen intrusive large developments
Brief description of local character	The site has a rural agricultural character and comprises 3 pasture fields that slope southwards to the railway and the River Avon and an industrial unit to the west. The fields are bounded by intact hedgerows with hedgerow trees, belts of woodland planting and stone walls. There is a line of mature trees to the north west boundary that are protected by a Tree Preservation Order. There are distant views to chalk downland of Salisbury Plain the site from the northern boundary with Holt Road. Local views on to the site are from residential properties to the north and south, a single property adjoining the site on Holt Road and Bradford on Avon Golf Course to the south.
Key sensitive views	Residential properties to the north and south PROW to south Bradford on Avon Golf Course B3107 Holt Road



## CAPACITY TO ACCOMMODATE CHANGE

The site could accommodate development because there is relationship to the town by proximity and views from the open countryside limited. Design and layout should be developed within the framework of a robust landscape mitigation strategy. The existing belt of woodland to the east provides strong visual enclosure to the site and if extended south will ensure that there will be no harsh urban edges. Enhancing existing hedgerows and trees on site will also help to visually contain development. There are views onto the site from the north, south, from the golf course, and footpath which need to be fully assessed and mitigation designed accordingly.

Development should avoid intrusive urban edges through planting new woodland.

The setting of the registered park and gardens of The Hall should be protected.

Development should avoid skyline intrusion particularly along Holt Road where roof height may need to be limited

Development should deliver sustainable access to the town centre and links to the wider PROW network.

Development should retain or reuse characteristic landscape features such as stone walls

Development should consider conserving long distant views to Salisbury Plain where possible

## BRADFORD ON AVON – LAND TO THE NORTH OF HOLT ROAD

CONTEXT	
Location	The site is located on the eastern edge of Bradford on Avon north of the B3107 Holt Road and adjacent to the hamlet Woolley that adjoins the town. The site comprises two pasture fields separated by Cemetery Road
Access	The northern field is accessed through a field gate on Woolley Street and the southern field through a gate on Holt Road. There are is a PRowWs crossing the northern boundary of the northern field.
Landscape designations	There is no inter-visibility between the site and the designated Cotswolds AONB landscape. The West Wilts Green Belt adjoins the eastern boundary of the site. Woolley is part of the adopted Conservation Area of Bradford on Avon
Land cover	The eastern side of Bradford on Avon is surrounded by a rural mixed agricultural landscape. Notable features include the ancient woodland Great Bradford Wood to the south east, the railway corridor & meandering River Avon to the south and the Kennet and Avon Canal that passes around the south side of the town. Fields are bounded by largely intact hedgerows with hedgerow trees. The urban fabric of the town and Woolley lie to the west, Woolley Green lies to the north east. A new solar PV farm and cemetery lie to the south east.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is within the Landscape Character Area A3: Broughton Gifford Limestone Lowland. Key characteristics include: Gently undulating limestone lowland. Predominantly rural character with several linear villages and scattered farm buildings connected by a dense network of rural roads and footpaths. Distinct pattern of small sized mainly irregular fields enclosed by in places by fragmentary hedgerows with mature trees. Generally extensive views. Pylons as a conspicuous vertical element.
Relevant management objectives	The management strategy for this area is to maintain and conserve the peaceful rural nature of the area with the small villages set in their surroundings of arable and pastoral farmland, including the hedgerows enclosing the fields, the coppices, the network of footpaths and rural roads connecting the villages and the scattering of farms in the area. Specific management objectives are to: Conserve and maintain the traditional pattern of hedgerows enclosing arable and pastoral fields by encouraging planting to restore any gaps in the hedges and by promoting ecological management. Encourage new developments in and around the villages to be in line with the traditional vernacular character of the villages Conserve the extensive views by avoiding any planting or developments that would have an adverse affect on those. Conserve the remaining areas of ecological value

Brief description of local character	The site is located on the gently rolling limestone lowland that slopes downwards to the River Avon floodplain offering long distant views to Salisbury Plain. There is a strong rural pastoral character with hedgerows with trees and dry stone walls to the northern part of the site which provides the setting for Woolley Conservation Area. There are views on to the site from Woolly Lane, the PRow that crosses the northern boundary of the site and residential properties. The southern part of the site for the most part enclosed with hedgerows and trees becoming more open to views along Holt Road closer to the town. Due to its enclosed character there are no views from Cemetery Lane
Key sensitive views	The setting of Woolley Conservation Area Residential properties including Woolley, Woolley Green and Bradford on Avon PRow to the north B3107 Holt Road Cemetery Lane Woolley Lane
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>The part of the site north of Cemetery Road is within the setting of the Conservation Area designated to preserve the historic and cultural features of the hamlet. Key to this designation is the relationship that Woolley has with the rural landscape, especially the way it runs up to the houses and the long uninterrupted views across it. It is unlikely that development could be accommodated on this part of the site as any mitigation proposed would alter the setting and character of the Conservation Area. The area to the south of Cemetery Road could accommodate development if designed within a robust landscape mitigation strategy.</p> <p>Development should have regard to the setting of the Conservation Area  Development should avoid intrusive urban edges through planting new woodland.  Development should avoid skyline intrusion  Development should deliver sustainable access to the town centre and links to the wider PRow network.  Development should retain or reuse characteristic landscape features such as stone walls  Development should consider conserving long distant views to Salisbury Plain where possible</p>	

## CHIPPENHAM – EAST CHIPPENHAM

CONTEXT	
Location	The site lies on the eastern urban fringe of Chippenham. It is bounded by the railway corridor to the west, the urban fringe to the south and Stanley Lane and the River Marden to the east. The River Avon divides the site in to two parcels one to the west, the other to the east.
Access	Several well used PRowWs cross the sites
Landscape designations	There are no nationally important landscapes in proximity to the site. Spye Park Special Landscape Area and the Bowood Estate lie to the south east
Land cover	Land use is predominantly pasture fields with isolated farmsteads. Small to medium fields are bounded by generally intact hedges in the north west. To the south east field are larger and where hedgerows have been removed or have declined they have not been replaced. Rich riparian vegetation line the banks of both rivers
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
North Wilts District LCA (June 2004)	The site lies within Landscape character Area 11: Avon Valley Lowland. Key characteristics include: Low lying river landscape with rich riparian vegetation Damp meadow pasture along valley floor Intact well managed hedgerows with hedgerow trees Poplar shelterbelts create dominant vertical features, pylons are significant detractors Scattered settlements and a strong rural sense of place which breaks down around Chippenham and transport corridors Broad skyline frequently unbroken by development
Relevant management objectives	Conserve rural character and ensure the development of the urban fringe and transport corridors does not compromise the nature of the area. Conserve and enhance cultural and landscape elements e.g. ditches and hedges Conserve and enhance biodiversity of watercourses and adjacent habitats Minimise the landscape and visual effects of the expansion of Chippenham
Brief description of local character	The most significant landscape elements that define the local landscape character are the River Avon and River Marden. Predominantly pastoral flat riverside landscape enclosed by hedgerows of declining condition. The site has urban fringe characteristics to the south & west but increases in rural landscape character, quality and tranquillity to the north east. The elevated topography of the site provides views across the valley floor from the east & north to the outlying settlements and hinterlands. The disused railway with mature trees forms an important visual screen to the edge of Chippenham at Riverside Drive and Monkton Park. Electricity pylons cross the site and are detrimental to the local and wider visual amenity

Key sensitive views	<p>PRoWs Higher ground to the west from the Laycock to Lyneham limestone ridge, Spye Park Special Landscape Area and the Bowood Estate Local road network and surrounding open countryside Sensitive views to land west of the River Avon: All of the land at Rawlings Farm is considered to have high visual significance within the wider river corridor, the only exception being the extreme western corner of the site (west of Cocklebury Lane below the rolling ridgeline in north west direction). Sensitive views to land east of the River Avon: Land north of the disused Railway line (cycleway) at New Leaze Farm is considered to be the most visually significant within the site.</p>
CAPACITY TO ACCOMMODATE CHANGE	
<p>Development will require considerable landscape enhancement to strengthen hedgerows, hedgerow trees and riparian vegetation to accommodate housing and employment and retain rural characteristics. New woodland planting will be required to screen development on higher ground. Development should secure the enhancement and protection of the landscape quality and biodiversity and promote recreational uses. Development should deliver enhanced pedestrian and cycle access to the town centre with links to Sustrans Route 4. The development of a country park along the river corridors should be considered and will require a funding mechanism to implement a long term management plan.</p>	

## CHIPPENHAM – NORTH EAST CHIPPENHAM

CONTEXT	
Location	The site is located on the north eastern tip of Chippenham. The site is linear in shape, located south of Barrow Farm between the A350 to the west & Maud Heaths Causeway (B4069) to the east. The southern boundary of this site follows Hill Corner Rd. This road in combination with Malmesbury Road (B4158) currently encloses the existing northern edge of Chippenham urban settlement boundary.
Access	Several well used PRowS cross the site
Landscape designations	There are no nationally designed landscapes in proximity to the site
Land cover	Existing land use comprises mixed agricultural (predominantly arable to the east and improved pasture to the west). A significant area around Barrow Farm is of archaeological interest. Birds Marsh Wood to the north of the site is a significant local landscape feature valued for both its visual and informal recreational function. Tall hedgerows with mature & veteran hedgerow trees (predominantly Oak) are a strong element within the site. To the south of the site is the settlement edge of the town and the industrial site at Parsonage Way.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
North Wilts District LCA (June 2004)	The site lies within Landscape Character Area 8: Hullavington Rolling Lowland. Key characteristics include: Rolling or lowland hills Patchwork of irregular, medium sized fields, mainly pasture, and larger more recent enclosures used for arable, especially in on the richer soils. Continuous hedges with many mature oaks. Medium sized woodlands and deciduous copses. Fine stone villages with muted colours and dispersed farms. Historic Corsham Park. Use of limestone for walls and architectural details Detractors of the M4, the edge of Chippenham and Hullavington
Relevant management objectives	The overall objectives for the area are to conserve and enhance its pastoral character, and to ensure that any new development respects the grain of the dispersed settlement in the area and the vernacular building materials. The continuity of hedgerows is important in shaping the character of the area, and should encourage through appropriate land management programmes. River valleys should be enhanced by encouraging habitat creation and planting of riverside trees. The use of limestone in buildings and free standing walls should be supported, both in helping conserve existing features, and in the appropriate use of materials in new construction. Protect the setting and intrinsic character of Corsham Park. Minimise the landscape and visual effects of the expansion of Chippenham.

Brief description of local character	Birds Marsh Wood and rising pasture forms a significant skyline feature locally and from within the town and provides an important visual barrier to the north of Chippenham. Tall gappy hedgerows with mature and veteran trees within the site break up and filter views of the urban edge creating rural intimate pockets of tranquillity. Noise generated from the A350 to the north is audible but local landform and the thick woodland help attenuate this. Visual seasonal interest within the woodland includes areas of flowering Bluebells and Rhododendrons. Overall there is a high diversity of landscape elements including cultural features, field hedges and trees and wildlife assets.
Key sensitive views	Views into the site from the town and Hardenhuish areas to the higher rising topography are sensitive to significant change More distant views are sensitive from elevated viewpoints on higher topography from the south of Chippenham The existing public visual amenity afforded to the many existing local and historic PRow within and around Bird's Marsh Wood is considered to be of the greatest local visual significance at this site Visual significance is considered to be slightly lower away from sloping land & at the sites eastern side.
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>Visual sensitivity of the site is highest to the north west and reduces towards the east. Development should strengthen the existing landscape infrastructure to reduce views onto the site from the town and retain rural characteristics. Development should incorporate veteran oaks trees into landscape infrastructure where possible and seek opportunities to plant succession oak trees for future generations. The site is highly valued locally for its footpath network which should be retained and enhanced to maintain the character and visual amenity of the area. Development should ensure that GI and green space is linked by landscape infrastructure to ensure connectivity for wildlife.</p> <p>The west of the site has good access to main roads and M4 and would be ideally suited to employment land. This site also offers an exciting opportunity for the developers architect to make a dramatic and innovative gateway statement to mark the entrance to Chippenham.</p>	

## CHIPPENHAM – SOUTH OF PEWSHAM

CONTEXT	
Location	The site is located to the south extent of Chippenham. It is bounded to the north by the A4 (Pewsham Way) and recent highly visually prominent developments. To the west and south the site is edged by the meandering course of the River Avon. To the east the ground rises to the Laycock to Lyneham ridge.
Access	There are several access points to the sites from main roads Several well used PRowS cross the sites
Landscape designations	There are no nationally important landscapes in proximity to the site. Spye Park Special Landscape Area and the Bowood Estate lie to the west
Land cover	Rich riparian vegetation encloses the site along the banks of the River Avon. Much of the land is wet pasture with some arable. The ridge to the south east is a mosaic of farmland with woodland and the parkland setting of Bowood House. Intact tall hedgerows divide the enclosure field pattern. Mature Oak trees are a distinctive landscape element across the site, both as mature hedgerow trees and as individual field trees & small clusters of trees within fields the condition of some of the field trees is declining nearer the Pewsham Way.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
North Wilts District LCA (June 2004)	The site lies within Landscape character Area 11: Avon Valley Lowland. Key characteristics include: Low lying river landscape with rich riparian vegetation Damp meadow pasture along valley floor Intact well managed hedgerows with hedgerow trees Poplar shelterbelts create dominant vertical features, pylons are significant detractors Scattered settlements and a strong rural sense of place which breaks down around Chippenham and transport corridors Broad skyline frequently unbroken by development
Relevant management objectives	Conserve rural character and ensure the development of the urban fringe and transport corridors does not compromise the nature of the area. Conserve and enhance cultural and landscape elements e.g. ditches and hedges Conserve and enhance biodiversity of watercourses and adjacent habitats Minimise the landscape and visual effects of the expansion of Chippenham



Brief description of local character	The site has a rural pastoral character with a high diversity of landscape elements including watercourses, cultural features, field hedges and trees and wildlife assets. There is strong visual connectivity to the adjacent character areas especially the wooded ridge to the south east and Rowden Conservation Area to the west. Condition is considered to be medium due to overgrown hedgerows and willow pollards; canal and derelict structures being restored; derelict agricultural buildings; dead standing Oak trees within fields & hedgerows; single age range diversity of field & hedgerow and trees may result in their collective decline or loss as landscape features.
Key sensitive views	<p>PRoWs</p> <p>Higher ground to the east from the Laycock to Lyneham limestone ridge, Spye Park Special Landscape Area and the Bowood Estate Rowden Conservation Area</p> <p>Local road network and surrounding open countryside</p> <p>The most visually significant areas of the site are to be found on the south &amp; west facing slopes between Lower Lodge Farm &amp; Middle Lodge Farm rolling down to the River Avon.</p>
CAPACITY TO ACCOMMODATE CHANGE	
<p>Development should consider opportunities to improve the landscape condition by:</p> <p>Reducing the cumulative change effects evident from existing expansion of Chippenham</p> <p>Avoiding non reversible impacts to Avon Valley -river corridor; and reduction / loss of rural tranquillity and landscape character</p> <p>Invest in new tree planting to replace the future losses of mature &amp; veteran Oak trees</p> <p>Avoid damage to landscape context &amp; setting for heritage assets</p> <p>Protect and enhance public visual amenity to PRoW especially from within river corridor.</p>	

## CHIPPENHAM – SOUTH WEST CHIPPENHAM

CONTEXT	
Location	The site is located between the south west fringe of Chippenham and the A350 that bypasses the town to the west. It is divided by the railway corridor and Melksham Road (old A350) creating 3 separate parcels of land known as Hunters Moon (west), Showell Farm (south) and Patterdown and Rowden (east).
Access	There are several access points to the sites from main roads Several well used PRowWs cross the sites
Landscape designations	There are no nationally important landscapes in proximity to the site. North Corsham Special Landscape Area lies approximately 3 km to the west of the site
Land cover	The north of the site is dominated by large industrial units and the urban fringe. The land is managed as pasture with medium to small irregular shaped fields with fairly intact hedgerows with hedgerow trees and individual field oaks. To the south and east arable dominates and the hedgerows are in poorer condition. The River Avon and its tributaries are attractive features rich with riparian vegetation. Transport corridors cut through the area disturbing the rural tranquillity. The railway line is heavily vegetated which reduces its landscape impact.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
North Wilts District LCA (June 2004)	The site lies within Landscape character Area 11: Avon Valley Lowland. Key characteristics include: Low lying river landscape with rich riparian vegetation Damp meadow pasture along valley floor Intact well managed hedgerows with hedgerow trees Poplar shelterbelts create dominant vertical features, pylons are significant detractors Scattered settlements and a strong rural sense of place which breaks down around Chippenham and transport corridors Broad skyline frequently unbroken by development
Relevant management objectives	Conserve rural character and ensure the development of the urban fringe and transport corridors does not compromise the nature of the area. Conserve and enhance cultural and landscape elements e.g. ditches and hedges Conserve and enhance biodiversity of watercourses and adjacent habitats Minimise the landscape and visual effects of the expansion of Chippenham
Brief description of local character	Hunter's Moon: The site is visually isolated and detached from the wider landscape by the A350 to the west and railway to the east. Landscape character is pastoral with strong hedgerows; mature hedgerow and field oak trees are important landscape and visual features. Tranquillity is low due to the constant traffic noise from A350.

<p>Brief description of local character <i>continued...</i></p>	<p>Showell: There are views into the edges of this site from the surrounding roads largely due to gaps in the hedgerows and lack of tree planting. Where the hedges are intact longer views are diminished suggesting that the site could be well screened with native tree and shrub planting. At Lackham Roundabout the landscape has a very open rural character that will need to be respected in the design of any commercial development – perhaps something more of an agricultural style/scale rather than gateway feature. Bunds should be avoided to create screening as it would be too urbanising and landscape features such as the stone walling on Showell Road should be retained.</p> <p>Patterdown and Rowden: Views onto this area are quite extensive due to the open nature of the landscape. Locally there are views from Queensbridge junction, Hollywell Guest House, Saltersford Lane junction and from the east of Chippenham at Pewsham Way and Avenue La Fleche. Rowden provides an important buffer between the south and east of the town as well as providing a green wedge that will be important for biodiversity, green infrastructure and flood control. The area is currently designated as Rowden Conservation Area because of unique, important and rare cultural assets and the landscape character should be protected and conserved. Landscape features include rural pastoral setting, meandering floodplain with riparian vegetation, hedgerows and trees.</p>
<p>Key sensitive views</p>	<p>PRoWs Higher ground to the east from the Laycock to Lyneham limestone ridge Rowden Conservation Area North Corsham Special Landscape Area Local road network and surrounding open countryside</p>
<p>CAPACITY TO ACCOMMODATE CHANGE</p>	
<ul style="list-style-type: none"> <li>• Hunters Moon: Views onto the site are distant and filtered, although development should be sensitive to and protect views from the south west from Easton and Corsham Park and from the higher open countryside to the south east. Housing development should be confined to lower ground and the higher visually sensitive ground be reserved for green space. Development should strengthen existing planting and incorporate links to existing wildlife corridors e.g. the railway which will help to contain views and improve connectivity for biodiversity</li> <li>• Showell Farm: Development should consider the views from PROW and the high visual sensitivity of the Laycock to Lyneham limestone ridge. Development should maintain the visual integrity, open views and characteristics to the east and avoid urban edges fronting open countryside.</li> <li>• Patterdown and Rowden: Development should retain the Rowden Conservation Area which will play an important part in providing a visual and landscape buffer between the south and east of Chippenham. Development should avoid harsh urban edges by providing a landscape infrastructure to reduce local and longer views, conserve rural landscape qualities and the sensitive association with the river. Development should consider establishing a country park with a long term management plan and funding mechanism to enhance landscape quality and biodiversity and promote recreational uses. Development opportunities should include fragmenting the urban edges of Rowden Hill and improvements to the PROW network. Cumulative visitor pressure due to proposed development should be carefully considered.</li> </ul>	

## DEVIZES – EMPLOYMENT LAND BETWEEN A361 AND HORTON ROAD

CONTEXT	
Location	The site lies to the north eastern edge of Devizes to the east of the A361 and north of Horton Road. It is bounded to the north by large arable fields, to the west by Hopton Park Industrial Estate, to the east by residential properties on Wellington Drive and to the south by Northfields housing estate, Cannings Hill Garage and Wiltshire Council highways depot
Access	The site can be accessed from the A361 There are PRowS that runs along the northern and western boundaries
Landscape designations	North Wessex Downs AONB lies approximately 500m to the north and eastern boundaries of the site. The site is located within the landscape setting of Devizes
Land cover	To the south west of the site lies the townscape of Devizes that is overlooked by the Devizes White Horse on Roundway Hill. To the north Horton Down is dominated by large fields of intensive arable farming. To the south of Devizes the high chalk downland is surrounded by large arable fields which give way to the open unimproved grassland of Salisbury Plain. To the east of Devizes lies the broad Vale of Pewsey that separates the chalk downlands. Moving east from Devizes small patchwork pasture fields give way to an intensive arable landscape with poor hedgerow network. There are scattered blocks of woodland on the chalk scarps becoming more prevalent towards Pewsey. Key landscape features include the Kennet and Avon Canal that curves around the north of Devizes and the main line railway corridor that curves to the south of the town.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is within the Landscape Character Area 9: Vale of Pewsey. Key characteristics include: Views across the vale floor to the scarp slopes of adjacent chalk uplands Remnant pastures and meadows along the vale floor Waterways and wetlands of high ecological value Settlement pattern of nucleated villages with a variety of vernacular building materials
Relevant management objectives	Retain rural agricultural character Avoid coalescence of spring line villages and integrate acceptable development using strong landscape buffers to contain intrusion Agricultural development should respect local topography and be sited adjacent to existing buildings where possible Maintain the ecologically sensitive areas of River Avon catchment and the parkland landscapes of the Vale Protect visually sensitive skylines

Brief description of local character	The site occupies a triangular piece of rough grassland that is currently used as a motor cycle training centre. It is relatively flat at the bottom of Cannings Hill that rises to the north. Large industrial units on the Hopton Park Industrial Estate line the A361; it is the key approach into Devizes from the north. The site has a disjointed and derelict character unrelated to the industrial estate, the housing at Wellington Drive or the wider arable landscape beyond. Views from Cannings Hill are far reaching to the north and south. The landscape is open rural agricultural becoming industrial on the edge of the town. Hedgerows in the area are in decline due to farming intensification and poor management. The site is partial enclosed by vegetation although it is gappy in places.
Key sensitive views	Inter visibility between the site and AONB Keys views from chalk uplands and the open countryside PRoWs Views from residential properties and gardens Views from key approach road
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>The site is located in a sensitive landscape - it is on a key entrance to the Devizes and interfaces with the open countryside and the North Wessex Downs AONB. It is also overlooked by properties on Wellington Drive and is visible from surrounding elevated chalk downland and the A361.</p> <p>With an appropriate strategy for landscape mitigation the site could accommodate development and create an enhanced entrance to the town. When viewing Devizes from the White Horse it is clear that restricting the height of buildings and planting large trees within the urban fabric dramatically reduces the visual impact of development. Development should have regard to the views to and from the protected AONB landscape and the amenity of local residents. Visually intrusive buildings should be avoided and development should provide an integrated landscape infrastructure to reduce landscape and visual impacts.</p>	

## DEVIZES – LAND EAST OF DEVIZES

CONTEXT	
Location	The site lies to the eastern edge of Devizes to the east of Windsor Drive. It is bounded to the north by Coate Lane and to the south by Brickley Lane. Included in the site is a small triangular field north of Coate land that is bounded by the Kennet and Avon Canal.
Access	The main site can be accessed by field gates from Windsor Drive, Coate Lane. There is no formal road access to northern field. Several PRowS cross the site including the Wessex Ridgeway Path
Landscape designations	North Wessex Downs AONB lies approximately 200m to the east and 1km to the north of the site
Land cover	To the west of the site lies the townscape of Devizes that is overlooked by the Devizes White Horse on Roundway Hill. To the north Horton Down is dominated by large fields of intensive arable farming. To the south the high chalk downland is surrounded by large arable fields which give way to the open unimproved grassland of Salisbury Plain. To the east the lies the broad Vale of Pewsey that separates the chalk downlands. Moving east from Devizes small patchwork pasture fields give way to an intensive arable landscape with poor hedgerow network. There are scattered blocks of woodland on the chalk scarps becoming more prevalent towards Pewsey. Key landscape features include the Kennet and Avon Canal that curves around the north of Devizes and the main line railway corridor that curves to the south of the town.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is within the Landscape Character Area 9: Vale of Pewsey. Key characteristics include: Views across the vale floor to the scarp slopes of adjacent chalk uplands Remnant pastures and meadows along the vale floor Waterways and wetlands of high ecological value Settlement pattern of nucleated villages with a variety of vernacular building materials
Relevant management objectives	Retain rural agricultural character Avoid coalescence of spring line villages and integrate acceptable development using strong landscape buffers to contain intrusion Agricultural development should respect local topography and be sited adjacent to existing buildings where possible Maintain the ecologically sensitive areas of River Avon catchment and the parkland landscapes of the Vale Protect visually sensitive skylines

Brief description of local character	The site forms part of a wider rural agricultural landscape that forms the setting for Devizes. The site sits on a ridge overlooking Devizes that slopes downwards to the north and south. The main site comprises large arable fields with pasture on the smaller site. The south eastern corner of the site is used for allotments. The fields are enclosed by generally intact hedgerows the some large individual trees. Residential properties on Windsor Road adjoin the site along the western length. Local views onto the site are mostly filtered by existing planting to screen the urban edge.
Key sensitive views	<ul style="list-style-type: none"> <li>Inter visibility between the site and AONB</li> <li>Keys views from chalk uplands and the open countryside</li> <li>PRoWs and Wessex Ridgeway Path</li> <li>Views from the town and residential properties</li> <li>Views from the Kennet &amp; Avon Canal</li> </ul>
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>The site sits high above the townscape providing a backdrop to Devizes and a visual connection to the wider landscape beyond. There are many elevated views onto the site from surrounding downland within the AONB and the urbanisation of this landscape would be inappropriate. The elevated position of the site means any development above the 145m contour cannot be easily accommodated without landscape and visual impacts. When viewed from Etchilhampton Hill the site is in the visual foreground of the open countryside of the AONB; it is a part of the landscape that overlooks Devizes. Similarly from PROW No. POTT45 the site reads as part of the wider countryside that sits above the tree canopies that envelopes the townscape.</p>	

## DEVIZES – LAND NORTH EAST OF DEVIZES

<b>CONTEXT</b>	
Location	The site lies to the north eastern edge of Devizes to the south side of Horton Road. It is bounded to the north by the motor cycle training centre and to the west by Northfields housing estate. The southern boundary is marked by the Kennet and Avon Canal and to the east by a line of small paddocks. There is a residential property and gardens adjacent to the paddocks north east of the site.
Access	The main site can be accessed from Horton Road There is a PRow that runs along the eastern boundary and the Wessex Ridgeway Path follows the Kennet and Avon Canal to the south
Landscape designations	North Wessex Downs AONB lies just beyond the grazing paddocks to the east and touches the north western boundary of the site.
Land cover	To the south west of the site lies the townscape of Devizes that is overlooked by the Devizes White Horse on Roundway Hill. To the north Horton Down is dominated by large fields of intensive arable farming. To the south of Devizes the high chalk downland is surrounded by large arable fields which give way to the open unimproved grassland of Salisbury Plain. To the east of Devizes lies the broad Vale of Pewsey that separates the chalk downlands. Moving east from Devizes small patchwork pasture fields give way to an intensive arable landscape with poor hedgerow network. There are scattered blocks of woodland on the chalk scarps becoming more prevalent towards Pewsey. Key landscape features include the Kennet and Avon Canal that curves around the north of Devizes and the main line railway corridor that curves to the south of the town.
<b>LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS</b>	
Kennet Landscape Conservation Strategy (May 2005)	The site is within the Landscape Character Area 9: Vale of Pewsey. Key characteristics include: Views across the vale floor to the scarp slopes of adjacent chalk uplands Remnant pastures and meadows along the vale floor Waterways and wetlands of high ecological value Settlement pattern of nucleated villages with a variety of vernacular building materials
Relevant management objectives	Retain rural agricultural character Avoid coalescence of spring line villages and integrate acceptable development using strong landscape buffers to contain intrusion Agricultural development should respect local topography and be sited adjacent to existing buildings where possible Maintain the ecologically sensitive areas of River Avon catchment and the parkland landscapes of the Vale Protect visually sensitive skylines



Brief description of local character	Despite its proximity to Northfields housing and Hopton Industrial Estate to the west, the site is part of the wider rural agricultural landscape. The ground slopes upwards to a ridge south of the site beyond which there are distant views to Salisbury Plain. There are weak hedgerows surrounding the fields allowing further views across the open landscape that rises to Horton Down to the north. A key landscape feature is Lay Wood which encloses and visually separates a third arable field that adjoins the Kennet and Avon Canal to the south. There is a brown field site to the north west part of which is a Wiltshire Council highways depot. The existing boundary is well screened with tree and shrub planting apart from the eastern boundary of the depot which is visually intrusive in the open landscape.
Key sensitive views	Inter visibility between the site and AONB Keys views from chalk uplands and the open countryside PRoWs and Wessex Ridgeway Path Views from residential properties and gardens Views from the Kennet & Avon Canal
CAPACITY TO ACCOMMODATE CHANGE	
<p>The field adjoining the canal surrounded by Lay Wood is designated an area of minimal change in the Kennet Local plan (Policy HH10) because it makes an important contribution to the appearance and character of Devizes. Development of this field would alter the landscape character and this could be difficult to mitigate effectively.</p> <p>The brown field site could be redeveloped for housing because of its proximity to Northfields and with additional planting to strengthen the eastern boundary it would be less visually intrusive than existing.</p> <p>When viewed from the east Lay Wood and the trees within Devizes introduce a change of character that defines the settlement edge. Therefore it would be difficult to accommodate development in the arable fields to the east. In terms of their character they relate to the open countryside and are part of the AONB landscape beyond.</p>	

## DEVIZES – LAND NORTH WEST OF DEVIZES

CONTEXT	
Location	The site a large irregular shaped arable field that lies to the north western edge of Devizes. It is bounded by Roundway Park road to the west and Folly Road to the east. The residential properties and gardens of Roundway village (north), White Horse Way and Roundway Park (south & west) border the site. Immediately north west of the site is an arable field that is over looked by Grade II properties Roundway House and Home Farm
Access	The site can be accessed from a field gate on Folly Road Quakers Walk meets Roundway Park Road at the eastern corner of the site The Wessex Ridgeway Path follows the north east boundary of the site towards Roundway Hill
Landscape designations	North Wessex Downs AONB lies just beyond the gardens of Roundway village to the north. There is a strong inter visibility between the site and the designated landscape.
Land cover	To the south west of the site lies the townscape of Devizes that is overlooked by the Devizes White Horse on Roundway Hill just to the north of the site. The wider landscape of Horton Down is dominated by large fields of intensive arable farming. To the south of Devizes the high chalk downland is surrounded by large arable fields which give way to the open unimproved grassland of Salisbury Plain. To the east of Devizes lies the broad Vale of Pewsey that separates the chalk downlands. Moving east from Devizes small patchwork pasture fields give way to an intensive arable landscape with poor hedgerow network. Key landscape features include the Kennet and Avon Canal that curves around the north of Devizes, Quakers Walk connecting the canal to Roundway Park, and the wooded landscape of Roundway Hill Covert, Home Covert and Roundway Parkland.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is within the Landscape Character Area 9: Vale of Pewsey. Key characteristics include: Views across the vale floor to the scarp slopes of adjacent chalk uplands Remnant pastures and meadows along the vale floor Waterways and wetlands of high ecological value Settlement pattern of nucleated villages with a variety of vernacular building materials
Relevant management objectives	Retain rural agricultural character Avoid coalescence of spring line villages and integrate acceptable development using strong landscape buffers to contain intrusion Agricultural development should respect local topography and be sited adjacent to existing buildings where possible Maintain the ecologically sensitive areas of River Avon catchment and the parkland landscapes of the Vale Protect visually sensitive skylines

Brief description of local character	The local landscape surrounding the site is a mosaic of farming with woodland, estate parkland, rural lanes & intimate village of Roundway against the backdrop of rising chalk downland. It is a complete contrast to the scale of the Hopton Park Industrial Estate to the east and Devizes urban mass to the south. The site and its surrounds are important setting to the town when viewed from Roundway Hill and the White Horse. There are glimpses of the urban edge around the site through trees. Elsewhere the site has the typical open character of upland arable with remnant hedgerows and few trees to interrupt views of the chalk uplands.
Key sensitive views	<p>Inter visibility between the site and AONB</p> <p>Keys views from chalk uplands and the open countryside</p> <p>Roundway Hill and Devizes White Horse</p> <p>PRoWs and Wessex Ridgeway Path &amp; Mid Wilts Way</p> <p>Views from residential properties and gardens in Roundway and Devizes</p> <p>Views from and the setting of Home Farm &amp; Roundway House and Parkland</p> <p>Views from Folly Road</p>
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>This landscape, with its parkland and rural village character cannot accommodate the degree of change proposed. To develop the field would have harmful landscape and visual effects to the setting of the AONB, listed properties, estate parkland, scheduled monuments, national trails, Devizes and Roundway village. It would cause the coalescence of Roundway and Devizes which is contrary to the management objectives of the adopted Kennet Landscape Conservation Strategy and result in an unacceptable loss of landscape character. One possible way forward would be to consider a triangular corner on eastern edge of the site between White Horse Way and Hopton Park Industrial Estate. This would require a substantial belt of woodland planting to ensure there would be no adverse views from the north.</p>	

## DEVIZES – LAND SOUTH OF DEVIZES

CONTEXT	
Location	The site is a linear irregular shaped strip of land that lies right across the southern edge of Devizes within the setting of the town. It stretches from the A350 just north of Potterne to the A342 Nursteed Road. It is bounded to the north by Green Lane Hospital and Drew's Pond Wood, both part of the parkland setting for Roundway House (now residential properties), which screens the urban edge of Devizes. To the south of the site arable fields rise to the south west to a wooded ridge and a dome shaped hill called Potterne Field below which lies Potterne.
Access	The main site can be accessed by field gates from Nursteed Road and Sleight Lane. There is no formal road access from the A350. Several well used PRowS cross the site
Landscape designations	North Wessex Downs AONB lies approximately 1km to the east
Land cover	To the north of the site lies the townscape of Devizes that is overlooked by the Devizes White Horse on Roundway Hill. To the south the high chalk downland is surrounded by large arable fields which give way to the open unimproved grassland of Salisbury Plain. To the east the lies the broad Vale of Pewsey that separates the chalk downlands. To the west small patchwork pasture fields with intact hedgerows and trees provide a strong contrast to intensive arable landscape with poor hedgerow network on the site and the surrounding chalk upland. Key landscape features include the wooded edge of Devizes, the Caen Locks on the Kennet and Avon Canal that curves around the north of Devizes and the main line railway corridor that curves to the south of the town.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is within the Landscape Character Area 9: Vale of Pewsey. Key characteristics include: Views across the vale floor to the scarp slopes of adjacent chalk uplands Remnant pastures and meadows along the vale floor Waterways and wetlands of high ecological value Settlement pattern of nucleated villages with a variety of vernacular building materials
Relevant management objectives	Retain rural agricultural character Avoid coalescence of spring line villages and integrate acceptable development using strong landscape buffers to contain intrusion Agricultural development should respect local topography and be sited adjacent to existing buildings where possible Maintain the ecologically sensitive areas of River Avon catchment and the parkland landscapes of the Vale Protect visually sensitive skylines

Brief description of local character	The site has the open rural character of an arable chalk downland landscape with broad views that are curtailed by Potterne Wood to the south and Drew's Pond Woods to the north and the dome shaped Potterne Field. There are a few remnant hedgerows on site with few trees. There are several listed properties surrounding the site including the former Roundway Hospital.
Key sensitive views	Possible views from the AONB Keys views from Potterne Field and the wooded ridge PRowS Setting of Roundway Hospital

**CAPACITY TO ACCOMMODATE CHANGE**

The site had a very rural character despite being so close to Devizes. This is largely due to the strong woodland buffer that surrounds and filters into the town screening the urban edge. The higher ground of Potterne Field and the character of the wooded urban edge and setting to the Grade II Roundway Hospital make appropriate development to the west and centre of the site extremely difficult. Subject to the findings of a Landscape and Visual Impact Assessment it may be possible to accommodate a small development to the far eastern edge of the site between Green Lane Hospital and Nursteed Road. Access could be provided from Marshall Road and with strong wooded buffer impact upon the open countryside character could be minimised.

## TIDWORTH AND LUDGERSHALL – LAND IN THE CENTRE OF TIDWORTH

CONTEXT	
Location	The sites are located in the centre of Tidworth opposite the pub on the west side of the main road A338.
Access	The site is accessed from the A338 via a field gate PRoW crosses the site
Landscape designations	Salisbury Plain Special Landscape Area lies to the north of Tidworth
Land cover	The site is roughly rectangular and slopes steeply rising away from the road to the west. It is overlooked by residential properties on all sides and the pub to the east. It is currently in an unmanaged condition. There are some trees to the rear of the site that provide visual enclosure.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The site is within the urban townscape of Tidworth and therefore does not reflect any of the characteristics of the broader landscape.
Key sensitive views	Views from residential properties and gardens Views from commercial properties Views from the main road
CAPACITY TO ACCOMMODATE CHANGE	
The site presents an opportunity for infill development within the urban fabric of the town that has the potential to greatly enhance the street scene.	

## TIDWORTH AND LUDGERSHALL – AREA 19 SOUTH TIDWORTH

CONTEXT	
Location	The site is located on the southern extremities of Tidworth just outside the town to the west side of the main road A338.
Access	There is no formal access from the A338
Landscape designations	Salisbury Plain Special Landscape Area lies to the north of Tidworth
Land cover	The site is bounded to the west by a band of mature woodland and the A338. To the north there is an area of woodland that separates the site from the residential properties on Bishops Close. To the east the ground rises to the wooded scarp slopes of Ashdown Copse. To the south is the residential property Underhill House and the Tidworth Cricket Ground.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The southern approach to Tidworth is wooded, typical of the Chute Forest landscape character area. The site is surrounded by woodland and rising topography to the west creating an enclosed and intimate landscape.
Key sensitive views	Views from residential properties Views from the main road Views from higher ground in the east
CAPACITY TO ACCOMMODATE CHANGE	
The enclosed nature of the site suggests that provided the existing woodland cover is retained there would not be any far reaching landscape and visual effects from development.	

## TIDWORTH AND LUDGERSHALL – LAND TO THE S & SW OF TIDWORTH

CONTEXT	
Location	The sites are located on the southern extremities of Tidworth just outside the town to the east side of the main road A338.
Access	The South Site is accessed from the A338 via South Drive and the Avenue The South West Site is accessed from Bulford Road
Landscape designations	Salisbury Plain Special Landscape Area lies to the north of Tidworth
Land cover	The South Site comprises the grounds and parkland setting of Tidworth House a Grade II* listed building and the Church of St Mary Grade I The South West Site is made up of 3 linear strips of land that run along the edge of the military settlement. They lie in proximity to the setting of Tidworth House and parkland. Much of the land is planted with woodland which provides a screen to the residential properties on the edge of Tidworth.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The southern approach to Tidworth is wooded, typical of the Chute Forest landscape character area. The South Site comprises the grounds and parkland setting of Tidworth House a Grade II* listed building and the Church of St Mary Grade I. The South West Site is planted with woodlands and encloses the settlement of Tidworth containing views from the open countryside.
Key sensitive views	The setting of Tidworth House Grade II* and the Church of St Mary Grade I Views from the open countryside south west of Tidworth
CAPACITY TO ACCOMMODATE CHANGE	
<p>The South Site comprises the grounds and parkland setting of Tidworth House a Grade II* listed building and the Church of St Mary Grade I, it is therefore an unacceptable option for consideration for development.</p> <p>The South West Site is part of the setting of Tidworth and Tidworth House. A full Visual and Landscape Impact Assessment is required to understand the full effects before this option can be given further consideration.</p>	



## TIDWORTH AND LUDGERSHALL – CORONA WORKS & VEHICLE DEPOT

CONTEXT	
Location	The site is located on the south western edge of the town off the A3026 Tidworth Road opposite the Wellington Academy.
Access	The site can be accessed from the A3026 and possibly military roads. There are no PRowS crossing the site
Landscape designations	There are no designated landscapes in proximity to the site
Land cover	The urban fabric of Ludgershall lies to the north and east. To the south and east the landscape is a mosaic of arable and woodland with some areas of pasture. The tree cover creates pockets of intimacy e.g. the recreation ground on Somme Road south of the site. The depot is securely fenced and covered in large military sheds. To the north is the newly constructed Welling Academy and boarding houses, a landmark building that creates an impressive entrance to Ludgershall.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The site is a brown field containing military sheds and other paraphernalia secured behind chain link topped with coils of barbed wire. It has an unkempt and unwelcoming character in contrast to the Wellington Academy Campus which is a modern, high design 21 <sup>st</sup> century building. Views onto the site from the south are contained by stands of woodland and single mature trees which creates a tranquil and almost parkland setting typical of the Chute Forest character area.
Key sensitive views	Views from key approach roads The setting of Wellington Academy and Ludgershall
CAPACITY TO ACCOMMODATE CHANGE	
<p>The landscape surrounding Ludgershall is not of high sensitivity, but is important in defining the setting and limits of the settlement. Wellington Academy has created a landmark entrance to Ludgershall and the Corona site is at odds with this (although military enclosures are not uncommon to the locality). As a brown field site this would make an excellent opportunity for redevelopment for housing or a mixed use site that would complement the new school and enhance the setting of Ludgershall. If the site is not developed as an option it would benefit from a landscaped frontage and lick of paint to improve the approach into the town.</p>	

## TIDWORTH AND LUDGERSHALL – DRUMMOND PARK

CONTEXT	
Location	This site is located to the north of the Ludgershall rail head and Castledown Business Park.
Access	The site can be accessed via the former military road from the A3026 to the west and from the A342 to the east. There are no PRoWs crossing the site although a bridle way to the west has views onto the site.
Landscape designations	North Wessex Downs AONB lies to the north of Ludgershall
Land cover	The urban fabric of Ludgershall lies to the south and east. To the north and west the landscape opens out to the chalk downland of Salisbury Plain and to the east is the more enclosed upland of Chute Forest. The site is bordered on the southern and eastern sides by the railway and a belt of immature trees; to the north by the A342. To the north west there are copses of mixed trees and the ground rises to the open landscape of Windmill Down. A linear former military road bisects the site. A small triangle of arable land to the north of the A342 is also included in the site.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The site is predominantly brown field with a mixture of residential and industrial buildings, the residential areas being to the north of the site and the industrial areas to the south, bordering the railway. It contains many mature trees which give the site a strong level of containment and maturity. To the west of the developed area an open field is located between the railway and the military road. This part of the site is open to Windmill Down, with no trees or other vegetation along its northern boundary. It has connections with the Wellington Academy through a belt of semi-mature deciduous trees to the south west. The small triangle of land to the north of the A342 is an anomaly and relates badly to the town and the rest of the site.
Key sensitive views	Views from key approach roads Views from Wellington Academy Views from PRoWs off site Views from the AONB

## CAPACITY TO ACCOMMODATE CHANGE

The development of this site, apart from the area to the north of the A342, will have no significant detrimental impacts on the character of the landscape or the setting of Ludgershall. Visually, the site reads as part of Town and will have no significant detrimental impacts. The site is not sensitive in landscape terms, and is able to accommodate both residential and/or employment land. Ideally, if employment land is required it should be located on the existing warehouse areas.

## TIDWORTH AND LUDGERSHALL – EMPRESS WAY LUDGERSHALL

CONTEXT	
Location	This site is located on arable land to the south and east of the existing Empress Way residential development and to the east of the Garden Centre.
Access	Access to the site is via a field gate from Empress Way There are PRow links along the western (existing garden centre) boundary of the site, and across the centre of the site along the eastern boundary of the garden centre.
Landscape designations	North Wessex Downs AONB lies to the north of Ludgershall
Land cover	The urban fabric of Ludgershall lies to the north and west. To the south and east the landscape is a mosaic of arable and woodland with some areas of pasture. The tree cover creates pockets of intimacy e.g. the recreation ground on Somme Road SW of the site
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The Empress Way site benefits from a north facing aspect which contains views from the south. The topography and existing built form to the west and beyond the railway to the north means that there is a direct relationship between the site and the built form. However, on the eastern and southern sides there is no existing planted boundary meaning that, without a substantial landscaped belt of trees and shrubs, the hard edge of development of the site will be open to the countryside.
Key sensitive views	Views from key approach roads Views from residential properties Views from PRowS Views from the wider countryside and the AONB
CAPACITY TO ACCOMMODATE CHANGE	
Due to the topography and visual connection to the town the site has the capacity to accommodate development. There will however be a need for considerable strategic screen planting to avoid hard urban edges to the open countryside. This has already proved successful on Empress Way where it can be seen that tree cover grows rapidly on the nutrient rich soils of the area. Development should be predominantly residential as employment units would doubtless increase the prominence of the site from the south, and may affect the amenities of residents to the north.	

## TIDWORTH AND LUDGERSHALL – LAND SOUTH OF LUDGERSHALL

CONTEXT	
Location	The site is located immediately to the south of Ludgershall Garden Centre
Access	The site can be accessed via a field gate off New Drove. The site is bordered on the southern, eastern and western sides by well used PRowS
Landscape designations	North Wessex Downs AONB lies to the north of Ludgershall
Land cover	The urban fabric of Ludgershall lies to the north and west. To the south and east the landscape is a mosaic of arable and woodland with some areas of pasture. The tree cover creates pockets of intimacy e.g. the recreation ground on Somme Road SW of the site
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value. Maintain roadside hedgerows and tree and replace where missing or neglected. Strengthen landscape structure and boundaries around military areas. Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The site is located on green field military land which is currently an arable field bounded by trees and hedgerows which forms a strong visual break between the site and the existing development at the Ludgershall Business Park, Simmonds Road, and the military test track, set in woodland to the south. There is also a strong hedgerow with trees between the site and the Garden Centre allocation which will be reinforced as part of the development of that site. The field has a gentle slope to the east and away from the Town. The sloping landform provides a wide visual envelope to the east, connecting the site to the countryside rather than to the existing town development..
Key sensitive views	Views from key approach roads Views from residential properties Views from PRowS Views from the wider countryside and AONB
CAPACITY TO ACCOMMODATE CHANGE	
The landscape surrounding Ludgershall is not of high sensitivity, but is important in defining the setting and limits of the settlement. If developed this site will appear disconnected from the developed area of Ludgershall and will form an incongruous and currently unnecessary urban intrusion into the countryside to the south of the Town that could be difficult to mitigate effectively. Therefore, it is considered that the intrusion of this site into the countryside, and its poor relationship with the existing built form of the town, mean that it is recommended that the site should not be included as a preferred option. However the site may warrant further consideration following the development of the garden centre.	

## TIDWORTH AND LUDGERSHALL –WEST & EAST OF PERHAM DOWN

CONTEXT	
Location	Perham Down is a small military settlement south of Ludgershall and east of Tidworth. The sites are located at the western and eastern edges of the village.
Access	The sites can be accessed from Ludgershall on Somme Road and an unnamed road from Tidworth which connects to the A342 Andover Road.
Landscape designations	There are no designated landscapes in immediate vicinity
Land cover	The western site is on open ground that rises to the north and is currently divided into horse paddocks. It is overlooked by residential properties on Lambdown Terrace It is surrounded by a belt of woodland with a large arable field to the north & south, military buildings to the east and woodland to the west that separates the village from Tidworth. The eastern site wraps around military residential homes and is currently unmanaged. There is a sewerage works to the east of the site and surrounding land use is a typical mosaic of arable and woodland.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site is located in the Chute Forest Landscape Character Area and is characterised by rolling wooded downland dissected by dry valleys that combine to create an intimate landscape compared to the vast openness of Salisbury Plain.
Relevant enhancement priorities	Encourage management of existing woodland for landscape and biodiversity value Maintain roadside hedgerows and tree and replace where missing or neglected Strengthen landscape structure and boundaries around military areas Establish strong landscape structure to accommodate existing or new development on the fringes of urban areas and settlements.
Brief description of local character	The landscape surrounding Perham very experiential, it is a downland mosaic of contrasts: enclosed mixed woodland which opens up to arable fields and wide skies. In places the hedgerows are intact with hedgerow trees and where they have been removed single mature trees define the field boundaries. There is a strong sense of tranquillity.
Key sensitive views	Views from residential properties Possible views from open downland in the wider landscape
CAPACITY TO ACCOMMODATE CHANGE	
The enclosed nature of the landscape would allow development to slot in without any far reaching landscape impacts subject to the findings of a Landscape and Visual Impact Assessment. Sensitivities include the higher ground at Lambdown Terrace and the interface with the open countryside for the eastern site.	

## TROWBRIDGE – ASHTON PARK URBAN EXTENSION

CONTEXT	
Location	The site is located to the south east edge of Trowbridge in gently sloping open clay landscape. It is bounded to the west by the railway, to the north by Trowbridge, to the north west by a tributary of the River Biss and Biss Wood and to the south by the A350. The site is divided by West Ashton Road that connects the A350 to the centre of Trowbridge.
Access	The site can be accessed from West Ashton Road There are several well used PRowWs that cross the site
Landscape designations	There are no landscape designations in proximity to the site Green Lane and Biss Woods are County Wildlife sites providing important habitat for bat maternity roosts.
Land cover	Predominantly flat rural landscape of arable and pasture with scattered farmsteads contained by the urban centres of Trowbridge to the north and Westbury to the south. There are several large blocks of woodland (Green Lane, Biss, Picket and Clanger Woods) and mature riparian vegetation along the River Biss. The field pattern is generally regular with intact hedgerows with few trees.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site overlaps two landscape character areas E4: Green Lane Rolling Clay Lowland and B2: Biss Clay River Floodplain. The north of the area is characterised by flat to gently sloping patchwork of mixed farmland with open views to the visually harsh urban edge of Trowbridge. Field boundaries are generally intact, low and clipped to the SW and fuller to NE. Two large woodlands, Green Lane and Biss Wood, provide a strong sense of enclosure. The south of the area is characterised by the flat landscape encompassing the narrow corridor of the River Biss lined with rough grassland, pasture and rich riparian vegetation. Several roads converge at Yarnbrook creating noise and visual intrusion. Field boundaries are low to medium height with some mature trees.
Relevant management objectives	Conserve and manage the traditional hedgerow pattern and network, repair and replace where lost Conserve and manage woodland for ecological, historic and landscape value Conserve the open views across adjacent open clay vales to the north Screen the urban edge of Trowbridge and enhance its setting Screen the visually intrusive warehouses Seek ways to mitigate the visual impact of the A350 & A363 road corridors Conserve riparian vegetation and isolated settlement pattern along the river corridor

Brief description of local character	The site rises gently to a small ridge at West Ashton where there are commanding views onto the site from the A350 and West Ashton Road. The landscape has a strong rural character dominated by mixed farmland and blocks deciduous woodland. Rural tranquillity is shattered by busy transport corridors and landscape character is denuded by harsh views to the urban edge of Trowbridge. The hedgerows are generally well maintained and intact but lacking substantial hedgerow trees due to the loss of elm trees in the 1970's. Biss Wood contributes to the locally distinctive landscape pattern and provides some enclosure to the open landscape. Electricity pylons are a visual detractor.
Key sensitive views	Transport corridors PRoWs Residential properties and farmsteads
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
<p>The flat clay vale landscape can accommodate change well because views are generally contained by hedges and riparian vegetation and. However the ridge to the south at West Aston provides extensive views across the site. A robust landscape mitigation strategy defined by LVIA will be required to deliver development and meet the management objectives of the Landscape Character assessment.</p> <p>Development should conserve and enhance the landscape setting of Trowbridge by screening visually intrusive urban edges. Development should be contained on lower ground and upper slopes used for open space. Substantial landscape infrastructure using native species will be required to lessen the impact of development. Existing hedgerows should be retained and repaired as necessary and new hedgerow trees of large native species e.g. oak, should be planted to restore the clay vale landscape character. Existing woodland should be conserved and managed to maximise ecological, historic and landscape value.</p>	



## TROWBRIDGE – HILPERTON GAP

CONTEXT	
Location	Hilperton is a village located to the north east of Trowbridge separated by an area of countryside known as the Hilperton Gap. Hilperton Gap is surrounded by the adjoining settlements of Hilperton and Hilperton Marsh to the north and east, Trowbridge to the south and Staverton and the Canal Road Industrial Estate to the west. In addition to the Gap a large area of land to the north of Marsh Lane (B3105) extending to the Kennet and Avon Canal is also under consideration.
Access	There are several well used PRoWs that cross Hilperton Gap. Both the north and Gap site can be accessed by field gates.
Landscape designations	The West Wilts Green Belt lies approximately 500m to the west of Hilperton Gap bounded by the railway corridor.
Land cover	Hilperton is part of the urban mass of Trowbridge which opens to a rural mixed agricultural landscape to the north of the village. Surrounding settlements include Holt, Semington, Waddon and the larger towns of Bradford on Avon and Melksham, all linked by busy minor roads. Notable landscape features include Great Bradford Wood to the west, the Kennet and Avon Canal, River Avon and the railway corridor. There are several watercourses and ponds within the locality.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character areas C2: Semington Open Clay Lowland. The area is characterised by predominantly open flat mixed agricultural landscape that slopes gently upward to the north east. Semington Brook meanders across the area lined in places by mature vegetation. The Kennet and Avon Canal, railway and connecting main roads are distinctive corridor features. Negative urban fringe character at Trowbridge, Bowerhill and Melksham. Settlement pattern comprises Semington and a number of isolated farmsteads. Tranquillity is disturbed by proximity to major road network.
Relevant management objectives	<p>Conserve and manage the traditional hedgerow pattern and network, repair and replace where lost</p> <p>Conserve the open views across adjacent open clay vales to distant downland ridges</p> <p>Remediate and soften the harsh urban edges of Trowbridge Bowerhill and Melksham</p> <p>Screen the visually intrusive large developments like Hampton Park and the Police HQ</p> <p>Seek ways to mitigate the visual impact of the A350 &amp; A365 road corridors</p> <p>Encourage new development within settlements to fit with the local vernacular character</p>
Brief description of local character	A gently sloping rural open landscape with long views. Medium to large arable and pasture fields are enclosed by poor hedgerows with few trees and no woodland blocks other than a small copse on Waddon Lane.

Key sensitive views	The setting of Hilperton PRoWs Local road network Kennet and Avon Canal Views from the open countryside
CAPACITY TO ACCOMMODATE CHANGE	
<p>Hilperton Gap has little capacity to accommodate change; it is vital to the rural village character and setting of Hilperton. Development within the Gap will cause further coalescence between Trowbridge and Hilperton and this would cause irreversible harm to the landscape setting of the village. Development would also impinge on landscape that is locally valued for recreation in the countryside.</p> <p>The scale of the proposed northern site is so large it would more than double the current size of Hilperton. This would disconnect the village from its rural context and cause coalescence with Waddon Village. It would result in harmful landscape and visual effects to the village character of Hilperton that would be extremely difficult to mitigate. Other factors to consider are the change in character and setting to the Kennet and Avon Canal and increased visitor pressure.</p>	

## TROWBRIDGE – LAND ADJACENT TO CHURCH LANE

CONTEXT	
Location	The site is located off Church Lane to the west of Trowbridge adjacent to the Frome Road entrance to the town. The site is over looked by residential properties on Frome Road, Church Lane and Acorn Meadow
Access	Access to the site is via field gates from Church Lane
Landscape designations	The West Wiltshire Green Belt lies approximately 500m to the north of the site
Land cover	The local area is dominated by Trowbridge to the north, and the outlying villages of Southwick and Wingfield to the south west. It is a strongly pastoral landscape of rolling clay, vegetated watercourses and small patchwork fields. There are significantly large blocks of woodland to the west at Vagg's Hill Farm. Scattered farmsteads are frequent and connected by a good network of PRowWs. There are few main roads in the area emphasising the rural character, a strong contrast to the south of Trowbridge and north of Westbury which are dominated by transport corridors.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E1: Wingfield Rolling Clay Lowland. The area is characterised by gently rolling mixed rural farmland with extensive views. There is a distinct pattern of medium sized fields fairly enclosed by intact hedgerows with mature trees. Small scattered village settlements and farmsteads are linked by a dense network of PRowWs. Pylons are strong vertical elements in the landscape.
Relevant management objectives	Conserve and manage the traditional hedgerow pattern and network, repair and replace where lost Maintain the rural, open character of the area by resisting development that would adversely affect extensive views
Brief description of local character	The site is on the gently sloping valley side of the Lambrok Stream (a tributary of the River Biss) overlooking Southwick Country Park. The area is characterised by small to medium sized fields enclosed with intact hedges with mature trees especially along the water course. Patches of young woodland in the Country Park filter views to the wider landscape and the chalk scarp to the south west. The site is visually connected to the countryside and has a strong rural character; it does not relate to the suburban development that surrounds it.
Key sensitive views	Residential properties on Church Lane Southwick Country Park PRowWs

## CAPACITY TO ACCOMMODATE CHANGE

The site is located in an intimate valley with long views to the open countryside. It provides a setting to and separation between Southwick and Trowbridge. The site overlooks Southwick Country Park, a valuable recreation resource for the town. In order to accommodate development there would have to be extensive planting to screen new housing which would be difficult to achieve due to the raised topography of the site. Development would create a harsh urban edge and detract from the rural character and quality of the local area.

## TROWBRIDGE – LAND TO THE NORTH OF WHITE HORSE BUSINESS PARK

CONTEXT	
Location	The site is a linear strip of fields located to the south east edge of Trowbridge between the Trowbridge Retail Park on Bradley Road and White Horse Business Park. It is overlooked by residential properties on Lydiard Way and Everleigh Close and farm cottages on Drynham Lane.
Access	The site can be accessed via field gates from Drynham Lane which joins Bradley Road to the south and links up to County Way in the north following the railway line.
Landscape designations	There are no designated landscapes in proximity to the site.
Land cover	The landscape is dominated by two urban centres of Trowbridge and Westbury and scattered outlying villages and farmsteads. It is predominantly mixed agriculture with several blocks of woodland lying from the south west to north east of the area. The railway corridor and main roads converge from all directions at Yarnbrook disrupting the landscape pattern. Tranquillity increases to the south west.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E3: North Bradley Rolling Clay Lowland. The area is characterised by gently rolling farmland with extensive views to the chalk downland to the east and south. There is a distinct field pattern of predominantly pasture enclosed by intact hedgerows, mature trees and scattered ancient woodland blocks. Settlements and farmsteads are linked by a dense network of PRowS and lanes. Pylons are strong vertical elements in the landscape.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Protect and manage the ancient woodland Ensure major development respects the scale of the landscape character area and does not adversely affect the open views
Brief description of local character	The site comprises a mixture of regularly shaped arable and pasture fields on gently sloping land. The hedgerows are generally intact with a scattering of mature trees. Within the site hedges are more intensively flailed allowing open views across the fields. Despite the proximity to the Business Park and the housing on the edge of town there is a very rural and peaceful character. The railway embankment to the north and the tall hedges to the edge of the site provide a strong sense of enclosure and good visual screen to the large units on White Horse Business Park.
Key sensitive views	Residential properties A363 Bradley Road Drynham Road PRowS

## CAPACITY TO ACCOMMODATE CHANGE

This site provides an important rural setting to the edge of Trowbridge with good access to the countryside for local residents via Drynham Road. The site also strengthens the gap between North Bradley and Trowbridge. Due to the visual enclosure of the site a change in character could be accommodated however there would need to be a buffer provided to the south and strong green links retained to the open countryside. Development of this site should be considered against the cumulative impacts of other developments proposed for this area.

## TROWBRIDGE – LAND SOUTH OF GREEN LANE

CONTEXT	
Location	The site is located to the east edge of Trowbridge in gently sloping open clay landscape. It is bounded to the west by Green Lane Farm and open fields that are to be developed for housing on the edge of Trowbridge. To the north lie Green Lane and the housing development at Paxcroft Mead, to the east Green Lane Wood and to the south open fields which will become a Country Park in association with proposed development.
Access	The site can be accessed from Green Lane bridle path
Landscape designations	There are no landscape designations in proximity to the site Green Lane and Biss Woods are County Wildlife sites providing important habitat for bat maternity roosts.
Land cover	Predominantly flat rural landscape of arable and pasture with scattered farmsteads contained by the urban centres of Trowbridge to the north and Westbury to the south. There are several large blocks of woodland (Green Lane, Biss, Picket and Clanger Woods) and mature riparian vegetation along the River Biss. The field pattern is generally regular with intact hedgerows with few trees.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E4: Green Lane Rolling Clay Lowland. The area is characterised by flat to gently sloping patchwork of mixed farmland with open views to the visually harsh urban edge of Trowbridge. Field boundaries are generally intact, low and clipped to the SW and fuller to NE. Two large woodlands, Green Lane and Biss Wood, provide a strong sense of enclosure.
Relevant management objectives	Conserve and manage the traditional hedgerow pattern and network, repair and replace where lost Conserve and manage woodland for ecological, historic and landscape value conserve the open views across adjacent open clay vales to the north Screen the urban edge of Trowbridge and enhance its setting Seek ways to mitigate the visual impact of the A350
Brief description of local character	The landscape has a strong rural character dominated by mixed farmland and blocks deciduous woodland. Rural character is denuded by harsh views to the urban edge of Trowbridge although the site remains tranquil. The hedgerows are generally well maintained and intact. Biss Wood contributes to the locally distinctive landscape pattern and provides significant enclosure to the otherwise open landscape. Large mature trees are scattered over the site, remnants of the former extent of the woodland. Electricity pylons are a visual detractor.

Key sensitive views	PRoWs Residential properties and farmsteads
CAPACITY TO ACCOMMODATE CHANGE	
<p>The site could accommodate change in terms of the natural enclosure gained by the proximity of existing woodland. However there are already large developments planned for the area that will put a strain on the existing natural landscape features. The site would make an ideal continuation of the proposed country park and provide an additional buffer for Green Lane Wood.</p>	



## TROWBRIDGE – LAND TO THE SOUTH WEST OF TROWBRIDGE

CONTEXT	
Location	The site is a small group of fields between North Bradley and White Horse Business Park. It is ringed by the A363 Bradley Road, Woodmarsh Road and Westbury Road.
Access	Access to the site is gained from Little Common which leads to Willow Grove house and by field gates from Bradley Road and Westbury Road.
Landscape designations	There are no designated landscapes in proximity to the site.
Land cover	The landscape is dominated by two urban centres of Trowbridge and Westbury and scattered outlying villages. It is predominantly mixed agriculture with several blocks of woodland lying from the south west to north east of the area. Main roads converge from all directions at Yarnbrook disrupting the landscape pattern. Tranquillity increases to the south west.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E3: North Bradley Rolling Clay Lowland. The area is characterised by gently rolling farmland with extensive views to the chalk downland to the east and south. There is a distinct field pattern of predominantly pasture enclosed by intact hedgerows, mature trees and scattered ancient woodland blocks. Settlements and farmsteads are linked by a dense network of PRowS and lanes. Pylons are strong vertical elements in the landscape.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Protect and manage the ancient woodland Ensure major development respects the scale of the landscape character area and does not adversely affect the open views
Brief description of local character	The site comprises a mixture of regularly shaped arable and pasture fields on gently sloping land. The hedgerows are generally intact with a scattering of mature trees. The landscaping associated with the White Horse Business Park and Bradley Road roundabout has matured and provides an effective screen to these intrusions and strengthens the sense of enclosure on site. Residential properties overlook the site from the west and south, and other views in can be obtained from the north west and south east close to roundabouts. There is a lot of noise and movement associated with the main roads which converge at Yarnbrook.

Key sensitive views	Residential properties A363 Bradley Road, Woodmarsh Road and Westbury Road.
CAPACITY TO ACCOMMODATE CHANGE	
<p>The successful planting around the White Horse Business Park demonstrates how effectively landscape planting works to screen development in this low lying vale. However this parcel of land is an important buffer that keeps North Bradley village from being consumed by Trowbridge. The Landscape Character Assessment identifies a key sensitivity of Character Area E3 to be ‘the scale and setting of Southwick and North Bradley’. It should not be developed as a strategic site; it should be maintained as the rural setting for North Bradley and Trowbridge.</p>	

## WARMINSTER - BORE HILL FARM

CONTEXT	
Location	Southern fringe of Warminster immediately north of the A36(T)/A350/Deverill Road roundabout
Access	The main site access is from Deverill Road. There is a well used PRoW that runs across the north of the site connecting Deverill Road to Bradley Road.
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies 1km to the south beyond the A36. Views of the site are contained by a wooded ridge to the south therefore impact on the AONB is negligible.
Land cover	Remnant hedgerows and trees in groups surround the site. The north of the site is improved pasture used for grazing cattle/horses and is overlooked by the residential properties in Ludlow Close. The southern part of the site is under development as a biogas plant with 9 commercial units utilising the former farm buildings. The surrounding landscape to the south is managed estate forestry.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area F5: Longleat Greensand Hills. The Longleat estate woodland provides a strong unifying feature in contrast to the open character of the adjacent farmed landscape to the north-west of Warminster. Current condition of the landscape is perceived to be good largely influenced by the well managed estate.
Relevant management objectives	Ensure that new development does not affect the character of hamlets and villages and does not impinge upon the setting of Longleat
Brief description of local character	The site is hilly with grazing fields, remnant hedgerows and mature trees. The north of the site is highest and looks out and feels connected to the wooded hills of the Longleat Estate. The south of the site is visually contained within a natural hollow. Bore Hill farm and associated out buildings are located centrally adjacent to Deverill road. Although the A36 is not visible it is evident due to the constant traffic noise.
Key sensitive views	Residential properties and gardens in Ludlow Close PRoW to the north of the site Views from Deverill Road Views of site are local, long distant views and from the AONB are considered negligible

## CAPACITY TO ACCOMMODATE CHANGE

As a response to the rural characteristics of site the proposal for the biogas development includes agricultural appearance and earth modelling with extensive planting to enhance its enclosure within the local topography and screen views from Ludlow Close. The remainder of the site currently provides an important rural setting to the edge of Warminster. A small scale development could be accommodated either to the north of the site which would read as an extension to Ludlow Close or one associated with the commercial units. Either way there would have to be a careful mitigation strategy to avoid a hard urban edge to the town and accommodate the PRow to allow continued access to the countryside.

## WARMINSTER – LAND AT WARMINSTER COMMON

CONTEXT	
Location	South west fringe of Warminster lying adjacent to Warminster Common and immediately north of the A36(T)
Access	The site has no footpaths crossing it but there is a bridleway running along the north west boundary (Cannimore Road) and a Byway Open to All Traffic (BOAT) between the site and Warminster Common connecting South Street to Bradley Road. There is also a field gate from Martin Crest.
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies 1km to the south beyond the A36. Views of the site are contained by planting along the A36 and a wooded ridge to the south therefore impact on the AONB is negligible.
Land cover	Remnant hedgerows and trees surround the site. The site is improved pasture used for grazing horses and much of the ground is divided into paddocks with horse tape. The site is overlooked by small residential clusters that lead off South Street e.g. Martin Crest. The surrounding landscape to the south is predominantly managed estate forestry.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area F5: Longleat Greensand Hills. The Longleat estate woodland provides a strong unifying feature in contrast to the open character of the adjacent farmed landscape to the north-west of Warminster. Current condition of the landscape is perceived to be good largely influenced by the well managed estate.
Relevant management objectives	Ensure that new development does not affect the character of hamlets and villages and does not impinge upon the setting of Longleat
Brief description of local character	The site is largely situated on a crest and with an open feel and dips down to a valley towards Warminster Common. Trees enclose the site but there are glimpses to Clay Hill and the wooded hills of Longleat. The taped paddocks, jumps and feed buckets give the area a 'horsiculture' character. Although the A36 is not visible it is evident due to the constant traffic noise.
Key sensitive views	Residential properties and gardens in Martin Crest, Wren Close and Swallow Close BOAT to the south of the site Glimpses through vegetation from Cannimore Road Views of site are local, long distant views and from the AONB and Cley Hill are considered negligible

## CAPACITY TO ACCOMMODATE CHANGE

The site is well contained in the landscape with no far reaching views however it must be noted that the full effects of the development will only be known by undertaking a Landscape and Visual Impact Assessment. Access to this site is likely to make it unfavourable for development as a strategic option

## WARMINSTER – LAND EAST OF WARMINSTER

CONTEXT	
Location	The site is MOD land located on the eastern fringe of Warminster
Access	The site is accessed from Woodcock Road which leads off Boreham Road B3414. Access to site is restricted to MOD personnel and related business.
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies to the south of the town. Views of the site are contained within the town therefore impact on the AONB is considered negligible. Salisbury Plain Special Landscape Area lies to the north of the site
Land cover	The site is an MOD property, fenced with chain link and coiled barb. There are a variety of land uses on site including playing fields, accommodation and storage. There are some large trees on site notably to the north east corner. The north of the site is bounded by the railway corridor and beyond the ground rises to the chalk uplands of Battlesbury Hill and Salisbury Plain. To the south lies mainly residential properties and gardens.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located adjacent to landscape character area G6: Warminster Greensand and Chalk Terrace.
Relevant management objectives	Resist any development that would affect views to the chalk uplands Conserve and enhance the features of the area as part of the landscape setting of Warminster Screen visually intrusive developments along the railway corridor extending eastwards from Warminster
Brief description of local character	The site is relatively flat and sits against the backdrop of the rising chalk downland and visible prehistoric earthworks. The railway corridor, large industrial units and the MOD land disturb the rural character of the surrounding landscape by introducing a harsh urban edge.
Key sensitive views	Views from residential properties and gardens PRoW on higher ground to the north and east of the site Views of site are local and contained, views from the AONB are considered negligible
CAPACITY TO ACCOMMODATE CHANGE	
<p>This brown field site has the capacity to accommodate change as it is already within the fabric of the town. Exchanging military style fencing, buildings and sheds for mixed use development at a smaller scale would be more appropriate for the town. It would also provide opportunities to enhance the urban edge through woodland planting especially along the railway corridor.</p>	

## WARMINSTER – LAND SOUTH OF FOLLY LANE

CONTEXT	
Location	A narrow triangular site to the south west of Warminster bound by Folly Lane, the A36 and Cannimore Road.
Access	The main site access is from Folly Lane which narrows to a single carriageway. There is a well used PRoW that runs across the site connecting Folly Lane to Cannimore Road.
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies approximately 1km to the south west beyond the A36. Views of the site are contained by existing planting along the A36 therefore impact on the AONB is negligible.
Land cover	Remnant banked hedgerows and small trees in surround the site. There are few large mature trees. The site is managed for grazing horses. Folly Lane serves Folly Farm, Warminster Rugby Club and a few local residential properties.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area F5: Longleat Greensand Hills. The Longleat estate woodland provides a strong unifying feature in contrast to the open character of the adjacent farmed landscape to the north-west of Warminster. Current condition of the landscape is perceived to be good largely influenced by the well managed estate.
Relevant management objectives	Ensure that new development does not affect the character of hamlets and villages and does not impinge upon the setting of Longleat
Brief description of local character	The site is relatively flat to the west and falls steeply towards the town to the east. Grazing fields are enclosed by remnant hedgerows, scrubby growth and few mature trees. Views of the site are restricted by existing planting especially to the south along the A36 creating an enclosed and isolated feeling disconnected to the surrounding landscape. Although the A36 is not visible it is evident due to the constant traffic noise.
Key sensitive views	Residential properties and gardens on Folly Lane, the Homelands and the rear of St Andrew's Road PRoW crossing the site Views of site are local and contained, views from the AONB are considered negligible
CAPACITY TO ACCOMMODATE CHANGE	
<p>This site has an important function in providing a small green wedge at the edge of the town with good footpath links that lead to the open countryside and Longleat Estate. While development could be visually contained the site has a far greater value as a Green Infrastructure asset. Development would also be extremely limited by the site constraints such as access, topography and spring lines and therefore is not able to deliver the housing numbers required for a strategic option.</p>	



## WARMINSTER – LAND TO THE REAR OF BISHOPSTROW COURT

CONTEXT	
Location	The site is a green field site lying between Grange Lane (to the west) and Bishopstrow Court (to the east)
Access	The site is accessed from the Home Farm/ Bishopstrow Court private drive off Boreham Road B3414.
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies to the south of the town. The Wylde Valley to the south and the chalk down land to the north of the site are within the Salisbury Plain Special Landscape Area.
Land cover	The site is on the eastern edge of town and is currently used for grazing. The boundaries are defined by mainly intact hedgerows with trees and individual trees.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located adjacent to landscape character area G6: Warminster Greensand and Chalk Terrace.
Relevant management objectives	Resist any development that would affect views to the chalk uplands Conserve and enhance the features of the area as part of the landscape setting of Warminster Screen visually intrusive developments along the railway corridor extending eastwards from Warminster
Brief description of local character	The pastoral landscape slopes down gently from higher ground in the north to the River Wylde in the south. Boreham Road acts as a divide between the rich riparian landscape of the Wylde and the rising chalk uplands. From the site entrance there are views to Battlesbury Hill. The edge of Warminster is well screened at this point with trees and vegetation creating a pleasing entrance to the town. Stone walls are an interesting feature that lines Boreham Road.
Key sensitive views	Views from residential properties and gardens PRoW on higher ground
CAPACITY TO ACCOMMODATE CHANGE	
<p>This green space gives a strong visual setting to the edge of Warminster with views the Wylde and the chalk downland. Small parts of the site could cope with minor changes if there was substantial mitigation e.g. to the east of Grange Lane and to the north of The Dene. However to develop the entire site would dramatically alter the character of this approach to Warminster and obstruct views to the chalk land. There are other options proposed for the town that would be more appropriate for a strategic site before this is considered. A Landscape and Visual Impact Assessment will be essential to demonstrate there a no landscape effects to the setting of Warminster and Bishopstrow House and gardens.</p>	

## WARMINSTER – WEST WARMINSTER URBAN EXTENSION

CONTEXT	
Location	The site is located on the western fringe of Warminster. It is bounded by the A36 to the west and south, Bath Road B3414 and Warminster Business Park to the north and Warminster town to the east.
Access	The main site accesses are from Bath Road and Victoria Road There are several well used PRoWs that cross the site
Landscape designations	Cranborne Chase and West Wiltshire Downs AONB lies within 2km beyond the A36. Extensive views of the site are obtained from Cley Hill to the west which is in the AONB.
Land cover	The landscape is covered in a patchwork of medium to large arable fields with small grazing paddocks to the south. Hedgerows with trees are evident but many have been removed with the intensification of farming. Cley Hill, Norridge Wood and Longleat Estate forestry are dominant landscape features.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The southern part of the site is located in landscape character area F5: Longleat Greensand Hills. The Longleat estate woodland provides a strong unifying feature in contrast to the open character of the adjacent farmed landscape to the north-west of Warminster. Current condition of the landscape is perceived to be good largely influenced by the well managed estate. The majority of the site is located in landscape character area G4: Cley Hill Greensand and Chalk Terrace. The landscape is characterised by gently undulating wooded farmland, with large regular fields enclosed by hedgerows and views to the dominant landscape feature of Cley Hill chalk knoll. The condition of the landscape is considered to be good although the A36 disturbs the landscape pattern.
Relevant management objectives	Ensure that new development does not affect the character of hamlets and villages and does not impinge upon the setting of Longleat Conserve views across the terrace to the greensand hill and chalk upland Conserve and enhance current field pattern Discourage major development that would cause visual intrusion
Brief description of local character	The site is a sweeping stretch of farmland that provides the rural setting for the western edge of Warminster. From Cley Hill there are extensive panoramic views over the site and surrounding landscape. The site is largely gently undulating open farmland of medium to large fields with mainly intact hedgerows and hedgerow trees. Significant blocks of woodland at Norridge Wood and Longleat Estate form a backdrop to the area. There is a strong sense of tranquillity away from the busy roads.
Key sensitive views	Residential properties and gardens PRoWs crossing and edging the site Views from A36 and local roads Views of site from the AONB especially Cley Hill

## CAPACITY TO ACCOMMODATE CHANGE

A key management objective of the Wilts LCA for this area is to discourage major development that would cause visual intrusion. Development should also have regard to the protected AONB landscape to the west and south. It is therefore proposed to include a large buffer of green space to the boundary of the A36 to avoid a hard urban edge and reduce harm to the landscape. The buffer should also be extended into the southern end of the site to Folly Farm.

However it must be noted that the full effects of the development will only be known by undertaking a Landscape and Visual Impact Assessment.

In addition the current field pattern should be conserved and enhanced by repairing gaps in hedges and planting new hedgerow trees of large native species e.g. oak to provide a foil for the development. Open views across the landscape to the chalk downland and wooded greensand hills should be maintained and ensure that built form does not assume an unacceptable visual prominence. There is an opportunity to create gateway features that reflect the character of the town along Bath Road and Victoria Road.

## WESTBURY – EAST OF WEST WILTS TRADING ESTATE EMPLOYMENT SITE

CONTEXT	
Location	The site lies to the north of Westbury and The Ham and to the east of the West Wilts Trading Estate. The site includes the property Glenmore Farm, its surrounding horse paddocks and three arable fields adjacent to the estate.
Access	Access to the site is gained through the entrance gates to Glenmore Farm from Hawkeridge Road. There are no PRowS crossing the site. An access could be gained from the trading estate from a hammerhead.
Landscape designations	There are no designated landscapes in proximity to the site although there is inter visibility between the site and the Special Landscape Area of Salisbury Plain.
Land cover	The site is located on slightly higher ground that falls gently towards Westbury. There are wide open views to the scarp and the town below. The trading estate lies to the north and west of the site and The Ham to the south. The field surrounding Glenmore Farm is divided with tape and post & rail fences into grazing paddocks for horses. The out buildings, caravan storage and manege are highly visible. The fields to the north have been in arable cultivation in the past though may now be improved pasture. Hedgerows are in variable condition with gaps in places allowing glimpses into the trading estate.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	The site is on a small ridge that falls gently south towards Westbury and north towards the trading estate. The dominant 'horsiculture' characteristics of Glenmore Farm and the close proximity of the residential properties at Hawkeridge Park and Ham Road combined with visual connection to Westbury give the site a peri-urban character rather than rural. Although there are native trees and hedgerows along the boundaries of the trading estate the ornamental trees at Glenmore Farm are visually prominent.
Key sensitive views	Views from residential properties at Hawkeridge Park and Ham Road Views from Hawkeridge Road Views from Westbury Views from Salisbury Plain including Westbury White Horse and Wessex Ridgeway Path

## CAPACITY TO ACCOMMODATE CHANGE

The site is situated on a visually prominent ridge and where the hedgerows have been replaced with post and rail fence there are open views over the town and the chalk uplands. Development of the site for employment would dramatically alter the open character because of the need to provide sufficient screening. Large sheds would be inappropriate along the ridge skyline and would dominate the residential properties at the Ham. The fields immediately adjacent to the estate could accommodate some small scale units with substantial buffer planting. The fields immediately north of The Ham and the paddocks of Glenmore should be retained free of development to preserve the separation between the trading estate and residential area.

## WESTBURY – HAWKERIDGE FARM EMPLOYMENT SITE

<b>CONTEXT</b>	
Location	The site lies to the north of Westbury opposite to the entrance to West Wilts Trading Estate on Hawkeridge Road.
Access	Access to the site is gained through field gates from Hawkeridge Road. There are also three PRowWs that join up to cross the site from north to south and provide a link to Westbury and the surrounding hamlets. Hawkeridge Farm and out buildings lie in the centre of the site.
Landscape designations	There are no designated landscape in proximity to the site
Land cover	The site is located on slightly higher ground that falls gently towards Westbury and comprises four small arable fields that are divided by low intact hedgerows with few hedgerow trees. Beyond the site hedges are taller, thicker and with hedgerow trees providing a good vegetative boundary overall. To the north and east are the hamlets of Hawkeridge and Heywood. Opposite the site to the west is the trading estate with its large sheds that are well screened from this vantage point. A significant local landscape feature is the amount of woodland cover e.g. Picket and Clanger Woods. The railway corridor passes to the east of the site and a dismantled section lies to the south.
<b>LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS</b>	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	Despite its proximity to the trading estate to the west and the railway line to the east the site retains a strong rural character. The slightly raised ground and low hedges on site allow good open views south west to the chalk downland and the Westbury White Horse. Elsewhere the site has a more enclosed character due to surrounding hedges, woodland, rich riparian vegetation along Bitham Brook and the embankment of the dismantled railway.
Key sensitive views	Possible views from residential properties at Hawkeridge, Dursley, Norleaze, Haywood and Hawkeridge Farm PRowWs that cross the site Views from the railway corridor and Hawkeridge Road Views from Salisbury Plain including Westbury White Horse and Wessex Ridgeway Path

## CAPACITY TO ACCOMMODATE CHANGE

The existing landscape elements of woodland, hedgerows and riparian vegetation give rise to a semi enclosed landscape which could with additional measures accommodate development within field pockets. Views from the south side of the site are especially restricted by the dismantled railway embankment although there are views from the chalk upland. Planting hedgerow trees and allowing existing hedgerows to grow taller and wider will reduce the visual impact from higher ground. Careful consideration should be given to the scale and massing of any proposals and the avoidance of highly reflective surface finishes.

## WESTBURY – MATRAVERS SCHOOL

CONTEXT	
Location	The site is located within the centre of Westbury town. It is bounded by residential properties and gardens and commercial premises on all sides.
Access	Access to the site is via the main gates on Springfield Road
Landscape designations	There are no nationally designated landscapes in proximity to the site
Land cover	A large site in the centre of the town with associated school buildings and infrastructure, playing fields and green spaces. There are some mature trees on site though most of the grounds are given over to mown grass. Boundaries vary around the school from wooden fence, metal railings, brick walls and hedges.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	<p>Conserve and manage the medieval hedgerow pattern, network and replace where lost</p> <p>Seek to minimise the visual impact of the railway corridor</p> <p>Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate</p> <p>Screen visual detractors</p> <p>Seek landscape enhancements from Trading Estate developments</p>
Brief description of local character	The site is within the urban townscape of Westbury and therefore does not reflect any of the characteristics of the broader landscape.
Key sensitive views	Views from residential properties and gardens and commercial premises
CAPACITY TO ACCOMMODATE CHANGE	
The size of site presents an exciting opportunity to deliver sustainable development within the urban fabric of the town including SUDS, green transport, linked up pocket parks and open spaces.	



## WESTBURY – NORTH OF WESTBURY

CONTEXT	
Location	The site extends north of Westbury from the residential areas of The Mead and Bitham Park. It is bound by Bitham Brook to the west, the railway to the north and Coach Road to the east. The site is bisected by Trowbridge Road (A350).
Access	Access to the site is limited to field gates from the surrounding roads. There are no PRowWs crossing the site although there is a small section of footpath along the Bitham Brook to the west of the site that links to Hawkeridge Farm and Heywood.
Landscape designations	There are no nationally designated landscape in proximity to the site Salisbury Plain Special Landscape Area lies approximately 2 km south
Land cover	The site is fairly flat in contrast to the steeply rising chalk scarp of Salisbury Plain to the south east. The site comprises small fields of improved pasture that are bounded by intact hedgerows with trees and forms part of the rural mixed use agricultural landscape that extends to the north and east. The scarred landscape of the former cement works is a dominant feature to the north east of the site. A conservation area incorporating Bitham Brook with ponds and wet woodland lie to the west. The site is overlooked by residential properties to the south and the railway corridor to the north.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	The site has a strong rural character typical of the rolling clay lowland that follows the steep scarps of the chalk uplands from Westbury to Swindon. Small to medium rectangular fields are bounded by largely intact thick hedgerows with mature trees. The Bitham Brook and other wet ditches support rich riparian vegetation which partially encloses the landscape allowing intermittent views of the dominant scarp of Salisbury Plain and the Westbury White Horse. Landscape detractors include the cement works chimney, the railway corridor and the noisy A350.
Key sensitive views	Residential properties and gardens off The Mead and Bitham Park PRowW at the western corner of the site Views from the railway corridor and the A350 Views from Salisbury Plain including Westbury White Horse and Wessex Ridgeway Path

## CAPACITY TO ACCOMMODATE CHANGE

The existing landscape elements of hedgerows and riparian vegetation give rise to a semi enclosed landscape which could with additional measures accommodate development within field pockets. Views of the western side of the site are especially restricted by the railway embankment and existing vegetation along Bitham Brook. The site is easily located in views from the adjacent chalk upland because of its proximity to the cement works. Strengthening existing hedgerows and new woodland planting will be essential create a soft urban edge and reduce the visual impact from higher ground.

## WESTBURY – REDLAND LANE

<b>CONTEXT</b>	
Location	The site is located within the western part of Westbury town. It is bounded by residential properties and gardens on all but the northern boundary which adjoins public open space. The site is the home of Westbury Youth Football Club.
Access	Access to the site is via Redland Lane The site is used for informal recreation as well as organised sport
Landscape designations	There are no nationally designated landscapes in proximity to the site
Land cover	The site is within the urban fabric of Westbury. The site is linear and laid to amenity grass and marked for football pitches. There are some larger trees around the perimeter of the site. The site is overlooked by residential properties and gardens.
<b>LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS</b>	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	The site is within the urban townscape of Westbury and therefore does not reflect any of the characteristics of the broader landscape.
Key sensitive views	Views from residential properties and gardens
<b>CAPACITY TO ACCOMMODATE CHANGE</b>	
The site presents an opportunity for infill development within the urban fabric of the town. A fully integrated landscape and ecology plan will be essential to ensure that green corridors, SUDS and pocket parks remain connected to the open countryside	

## WESTBURY – STATION ROAD

CONTEXT	
Location	A parcel of land between the north west fringe of the town and the railway station
Access	There is a poor access from Station Road adjacent to the railway bridge. The OS map shows there is a PRow that crosses the site however there is a sign stating 'private property'.
Landscape designations	There are no designated landscapes in proximity to the site
Land cover	To the north of the site is a large lake which is one of many left over from open cast mining in the mid 1800s when premium iron ore was discovered during the construction of the railway. The site is flat and open with rough grassland becoming more enclosed and scrubby towards the lakes. The site is bound by rail tracks and associated security fencing. There are some larger trees around the perimeter. Surrounding land use is dominated by the local industrial estates to the north and residential properties to the south.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, road and rail networks.
Relevant management objectives	Conserve and manage the hedgerow network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	The site has an abandoned and unkempt appearance which is at odds with the local landscape pattern. Tranquillity is disturbed by the busy road and rail network. There are views towards the trading estate and the urban edge of Oldfield Road. Landscape features include the lakes and a few larger that trees frame the northern boundary.
Key sensitive views	Residential properties and gardens in Oldfield Road PRow that crosses the site Views from the railway corridor Views of site are local
CAPACITY TO ACCOMMODATE CHANGE	
Sensitive development of the site would offer an opportunity to enhance this urban edge of Westbury. Introducing new landscape features such as hedgerows with trees would provide enclosure and woodland belts could be introduced to screen the railway corridors. There is also an opportunity to enhance the lakes as Green Infrastructure assets. Residential development would be preferable in terms of character and scale extending the built fabric of the town north rather than the large sheds associated with the trading estates extending south.	

## WESTBURY – WEST OF WEST WILTS TRADING ESTATE EMPLOYMENT SITE

CONTEXT	
Location	The site lies to the west of the West Wilts Trading Estate within the open countryside. The site includes five medium to large sized fields situated around a small woodland called Ox's Leaze. The site is separated from the estate by three linear fields.
Access	There is no formal access from the trading estate. Access to the site appears to be gained via Storridge Farm. There is one PRow running parallel to the site in the fields that separate it from the estate. The footpath is part of a wider network that links up the local farms.
Landscape designations	There are no designated landscapes in proximity to the site.
Land cover	The site forms part of a rural agricultural landscape with arable fields and improved pasture. A small woodland lies in the centre of the site which is slightly raised and slopes gently towards the estate in the east and down to Biss Brook in the west. Surrounding fields are bounded by fairly intact hedgerows with hedgerow trees and scattered mature oaks. Small farmsteads are scattered throughout the landscape. Brokerswood Country Park is a significant landscape feature to the west.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost Seek to minimise the visual impact of the railway corridor Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate Screen visual detractors Seek landscape enhancements from Trading Estate developments
Brief description of local character	An attractive undulating clay vale landscape with rich riparian vegetation along Biss Brook, intact hedgerows with hedgerow trees and significant mature oaks. A rural agricultural landscape managed by the scattered farmsteads. There are long views towards the chalk upland and the White Horse. Local views are marred by the taller industrial buildings on the trading estate and pylons.
Key sensitive views	Views from local farms e.g. Cutteridge, Dairy and Brook Farms Views from Fairwood House Views from Brokerswood Country Park Views from footpath network especially on higher ground to the west Views from Salisbury Plain

## CAPACITY TO ACCOMMODATE CHANGE

The site is part of a wider rural agricultural landscape that provides a setting for Westbury and the West Wilts Trading Estate. It is visually prominent from lanes and footpaths and overlooked by higher ground to the west. Development of this site for employment would be harmful to the landscape character and contrary to the management objectives of the West Wiltshire Landscape Character Assessment.

## WESTBURY – WESTBURY FOOTBALL CLUB

CONTEXT	
Location	The site is located within the northern part of Westbury town. It is bounded by residential properties and gardens on all sides. The site is the home of Westbury United Football Club.
Access	Access to the site is via the main gates on Meadow Lane
Landscape designations	There are no nationally designated landscapes in proximity to the site
Land cover	The site is within the urban fabric of Westbury. The site is laid out with a turf football pitch, associated changing rooms, shelters, floodlights and access road. There are a few large trees around the perimeter of the pitch. The site is overlooked by residential properties and gardens.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District LCA (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	<p>Conserve and manage the medieval hedgerow pattern, network and replace where lost</p> <p>Seek to minimise the visual impact of the railway corridor</p> <p>Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate</p> <p>Screen visual detractors</p> <p>Seek landscape enhancements from Trading Estate developments</p>
Brief description of local character	The site is within the urban townscape of Westbury and therefore does not reflect any of the characteristics of the broader landscape.
Key sensitive views	Views from residential properties and gardens
CAPACITY TO ACCOMMODATE CHANGE	
The site presents an opportunity for infill development within the urban fabric of the town.	

## MARLBOROUGH – LAND AT SALISBURY ROAD

CONTEXT	
Location	The site is located to the south of Marlborough adjacent to the A346 Salisbury Road. It comprises a large rectangular field and a smaller triangular area to the west separated by an intact hedgerow. To the north the site is overlooked by residential properties on Cherry Orchard Road and to the east there are views into the site from the A346. Marlborough Business Park that lies to the east of the site is the location for the Household Recycling Centre and Highways Salt Depot.
Access	The site can be accessed from a field gate on the Salisbury Road A346. A PRoW crosses the site from north to south.
Landscape designations	The site lies within the nationally important designated landscape of the North Wessex Downs Area of Outstanding National Beauty.
Land cover	To the north of the site lies the townscape of Marlborough situated within the intimately enclosed River Kennet valley. Beyond the town to the north and west lie the open chalk uplands of Marlborough and Horton Downs. The wide downland landscapes are dominated by large fields of intensive arable farming with areas of remnant chalk grassland on the steeper slopes. To the south of the site the landscape is an open mosaic of farmland with woodland including the extensive woodland blocks of the Savernake Forest and other ancient and semi natural woodlands of great biodiversity value. The designed parkland of Tottenham Park is a key landscape feature
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
Kennet Landscape Conservation Strategy (May 2005)	The site lies on the edge of Savernake Plateau and Kennet Valley Landscape Character Areas. Key characteristics include: Extensive woodland cover and strong landscape structure Mosaic of farmland and woodland Intimate and enclosed character Narrow strip of flood plain running through a fairly shallow valley Settlements are located within the valley Many historic remains and important biodiversity assets
Relevant management objectives	Manage woodland for its landscape and ecological value Maintain rural character by avoiding non essential development outside settlements Use native planting to mitigate landscape impacts of development
Brief description of local character	The site is part of the agricultural downland landscape that stretches to the south and west. However its character is enclosed and intimate due to the dominant woodland block of Savernake Forest to the east and the wooded dismantled railway to the west. The sense of enclosure is emphasised by the local topography which slopes gently from the north and south to form a shallow dry valley in the centre of the site. Landscape features include mature trees surrounding the site and the intact hedgerow that divides the site in two. The site is visually open along the boundary with Salisbury Road.



## WESTBURY – WESTBURY FOOTBALL CLUB

CONTEXT	
Location	The site is located within the northern part of Westbury town. It is bounded by residential properties and gardens on all sides. The site is the home of Westbury United Football Club.
Access	Access to the site is via the main gates on Meadow Lane
Landscape designations	There are no nationally designated landscapes in proximity to the site
Land cover	The site is within the urban fabric of Westbury. The site is laid out with a turf football pitch, associated changing rooms, shelters, floodlights and access road. There are a few large trees around the perimeter of the pitch. The site is overlooked by residential properties and gardens.
LANDSCAPE CHARACTER AND VISUAL CONSIDERATIONS	
West Wilts District Landscape Character Assessment (March 2007)	The site is located in landscape character area E8: Heywood Rolling Clay Lowland. The area is characterised by gently rolling topography sloping downward towards the town. Rural character is disturbed by noise and visual intrusion of the trading estates, the former cement works chimney, road and rail networks.
Relevant management objectives	Conserve and manage the medieval hedgerow pattern, network and replace where lost. Seek to minimise the visual impact of the railway corridor. Conserve and enhance the landscape setting of Westbury and West Wilts Trading Estate. Screen visual detractors. Seek landscape enhancements from Trading Estate developments.
Brief description of local character	The site is within the urban townscape of Westbury and therefore does not reflect any of the characteristics of the broader landscape.
Key sensitive views	Views from residential properties and gardens.
CAPACITY TO ACCOMMODATE CHANGE	
The site presents an opportunity for infill development within the urban fabric of the town.	

## Appendix 5: Strategic Employment Sites

The draft Core Strategy identifies sufficient employment land to support the creation, retention and relocation of new jobs in Wiltshire. Information on the quanta of employment land to be provided over the plan period can be found in the core strategy topic paper 7: economy.

This employment land is proposed either through saved local plan allocations, mixed use strategic sites (as identified in section 8 of this topic paper) or through new strategic employment allocations. The table below provides a summary of the proposed employment land.

Table<sup>22</sup> showing proposed employment land provision in the draft Core Strategy:

Community Area	New Employment Site	Saved Employment site	Total to be allocated
<b>Bradford-on-Avon</b>	Land at Kingston Farm – 2 – 3 ha (mixed use)		2-3
<b>Calne</b>		Lane east of Beaversbrook Farm and Portemarsh Industrial Estate 3.2 ha (saved local plan allocation)	3.2
<b>Chippenham</b>	Land North East Chippenham 2.5 ha Land at Showell Farm 18 ha Land SW of Abbeyfield School 1 ha Land East of Chippenham 6 ha		26.5
<b>Corsham</b>	No allocation in WCS		0
<b>Devizes</b>	Land between A361 and Horton Road 8.4 ha	Nursteed Road Allocation 1.5 ha (saved local plan allocation)	9.9
<b>Malmesbury</b>		Land north of Tetbury Hill 1 ha (saved local plan allocation) Land at Garden Centre, Malmesbury 5 ha (saved local plan allocation)	5
<b>Marlborough</b>	No allocation in WCS		0
<b>Melksham</b>		Land at Hampton Park 4 ha (saved local plan allocation)	6
<b>Pewsey</b>	No allocation in WCS		0
<b>Trowbridge</b>	South Eastern Expansion, including saved Local Plan Allocation – Land at West Ashton total area is 24 ha		24
<b>Warminster</b>	Land west of Bath Road / South of Cold Harbour 6 ha		6
<b>Westbury</b>	Land at Mill Lane Hawkeridge 14ha (possibility to phase this)	Northacre / Brock Lane Trading Estate 3.8 ha (saved local plan allocation)	18.5
<b>Royal Wootton Bassett</b>		Land to the west of Templars Way 3.7 ha (saved local plan allocation)	3.7
<b>Tidworth</b>		North of Tidworth Road,	12

<sup>22</sup> Taken from topic paper 7: economy.

		Ludgershall 12 ha (saved local plan allocation)	
<b>Total</b>			<b>119</b>

The sites identified as part of mixed use strategic sites are:

- Land at Abbeyfield School (1hectare).
- Land north east of Chippenham (2.5 hectares).
- Land south west of Chippenham (18 hectares).
- Land east of Chippenham (6 hectares).
- Ashton Park Urban Extension (30 hectares).
- Land at Kingston Farm (2 hectares).
- West Warminster Urban Extension (6 hectares).

These sites have been identified using the process outlined in this topic paper.

Two new employment sites have been proposed for allocation:

- Land between A361 and Horton Road (8.4 hectares).
- Land at Hawkeridge (14.7 hectares).

These two sites have not been identified using the process identified in this paper. Instead they have been identified using evidence in the DTZ Workspace and Employment Land Strategy<sup>23</sup>. A sustainability appraisal was then carried out for these sites.

The sites have been subject to consultation with key stakeholders and infrastructure providers – see the Infrastructure Delivery Plan and topic paper 8: infrastructure and planning obligations.

Further landscape assessment, as summarised in appendix 4 of this topic paper, has also been carried out for the sites.

The following alternative sites for employment use were also identified and have been tested through the sustainability appraisal process. For further information see the Sustainability Appraisal.

- Land at Hill Corner, Chippenham.
- Land at Hunters Moon, Chippenham.
- Land at Bradford Road, Trowbridge.
- Land north of Yarnbrook, Trowbridge.
- Land west of White Horse Business Park, Trowbridge.
- Land at the rear of Fiveways Corsham.
- Land west of Hopton Park, Devizes
- Land at Berryfield, Melksham.
- Land south of the A365 and north of Bowerhill, Melksham.
- Area C of Warminster Business Park.
- MoD land south of the railway, Warminster.
- Land west of West Wiltshire Trading Estate, Westbury.

<sup>23</sup> DTZ (2009) Wiltshire Workspace and Employment Land Study:  
<http://www.wiltshire.gov.uk/council/howthecouncilworks/plansstrategiespolicies/workspacestrategy.htm>

The two proposed new employment sites will be taken forward in the same manner as the strategic housing and mixed use sites by being brought forward through a site masterplan in line with the strategic site development template set out in the core strategy.