

Planning For Calne

July 2023

1. Introduction

‘Planning for Calne’ is a guide to how the Local Plan Review (‘the Plan’), which will replace the Wiltshire Core Strategy, will affect the town over the coming years. It sets out the current policy context that has informed the place-based policies for Calne within the Plan, as follows:

Policy	Title
9	Calne
10	Land off Spitfire Road
11	Land to north of Spitfire Road

The Plan sets out what local priorities will shape development and future growth in Calne (‘place shaping priorities’). They include taking opportunities to improve the town for the local community and protect important assets. The Plan also sets a scale of growth, as part of a wider spatial strategy for Wiltshire, by which the town will expand over the plan period (2020-2038). This is expressed in additional homes and land for new businesses. It then identifies land to be built on, not just for new homes and business, but also for supporting infrastructure.

This document explains the context and rationale for these decisions. It summarises what significant change has taken place recently, what protections and constraints upon growth will continue and what is already set to take place. Local priorities need to be seen in this context. Shaping the town’s future, to help deliver these priorities, this document explains what role growth will play; why some areas have been earmarked for development and others not; the direction for the town centre; and how the Plan supports the services and facilities the community requires. Altogether it tells how the Plan moves forward the existing planning framework for the town to meet fresh challenges and additional needs.

This document therefore combines many strands of evidence gathered over the preparation of the Plan. It pulls together the comments and advice received from, amongst others, local residents, landowners, business and service providers who also influenced the Plan content through consultation. All this information is available to read and is referenced so this further detail can also be examined.

2. Calne - Context and challenges

Population	19,100 ¹	4th largest of the County's 16 main settlements
Strategic role	Market Town	Potential for significant development to help sustain, and where necessary enhance, their services and facilities, promoting better levels of self-containment and viable sustainable communities

Environment

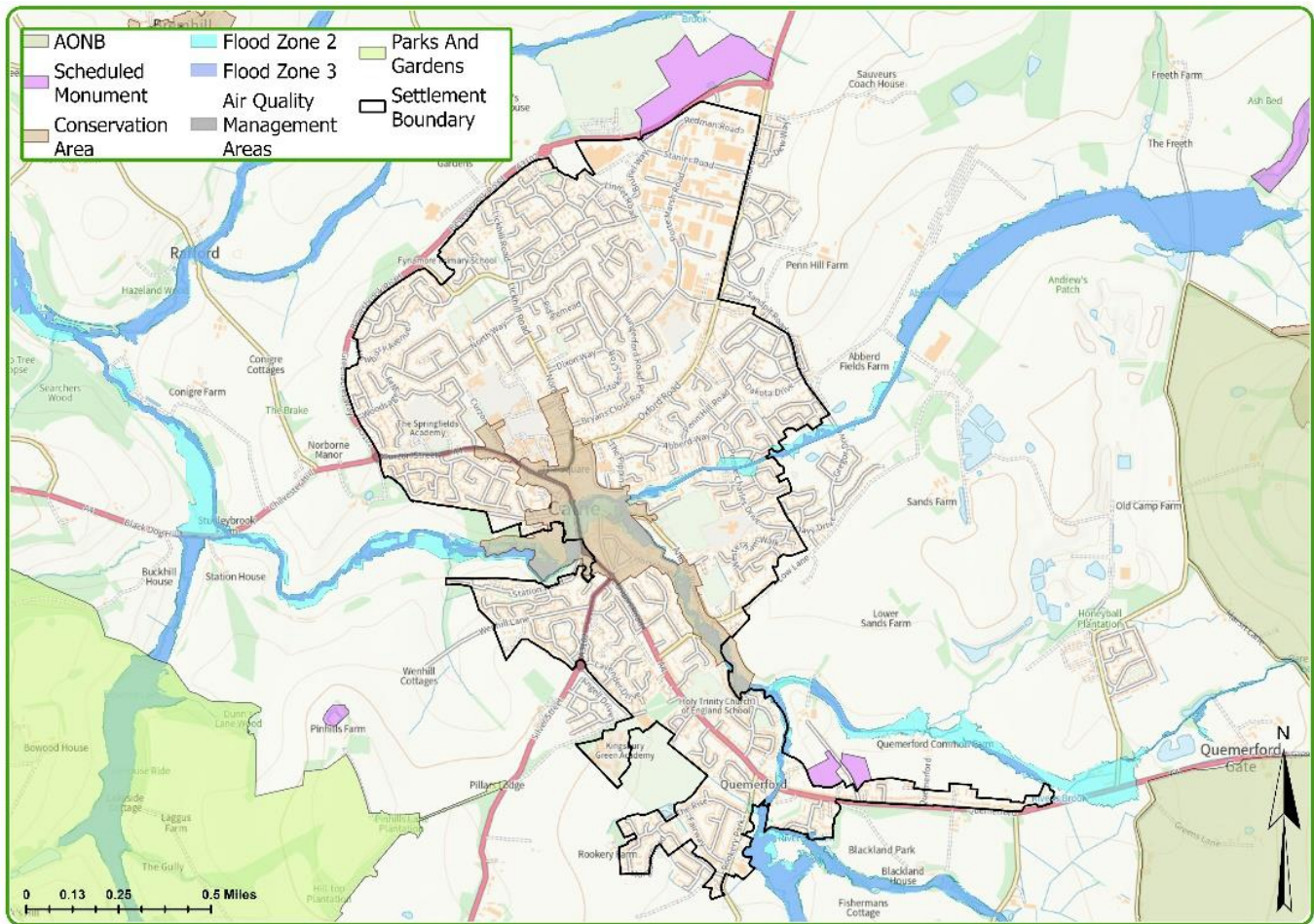


Figure 1. Environmental constraints and designations at Calne.

¹ [Census 2021, ONS](https://www.ons.gov.uk/census/2021-census)

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The town is located in close proximity to the west of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Expansion of the settlement must conserve its landscape and scenic beauty, having regard to its setting.

The town is situated on the River Marden and development must avoid flood risk areas (zones 2 and 3 as shown above).

Bowood House and historic gardens lie to the south and west of the town. The protection of this and other heritage assets and their settings include the scheduled monuments of medieval settlements at Beaversbrook Farm and Quemerford, north and south of the town respectively.

There is a major waste and quarry site to the east of Calne between the town and the AONB.

Calne is one of the oldest market towns in Wiltshire. It provides an attractive and important centre for the surrounding area. The River Marden has potential as a significant Green and Blue Infrastructure asset. The town centre is within Calne Conservation Area and notable buildings include St Mary's Church, an array of listed properties on The Green and Calne Town Hall.

The A4 passes through the town. It has peak time traffic congestion leading to air pollution and the designation of an Air Quality Management Area (AQMA) in the town centre. Development at the town should not worsen these conditions.

How has Calne developed?

During the late 1990s and early 2000s, Calne saw rapid expansion compared to most other towns in the County. The Lansdowne Park housing development (completed in early 2007) substantially increased the size of the town.

The following diagram shows how much housing has been delivered in Calne from 2006 to 2022.

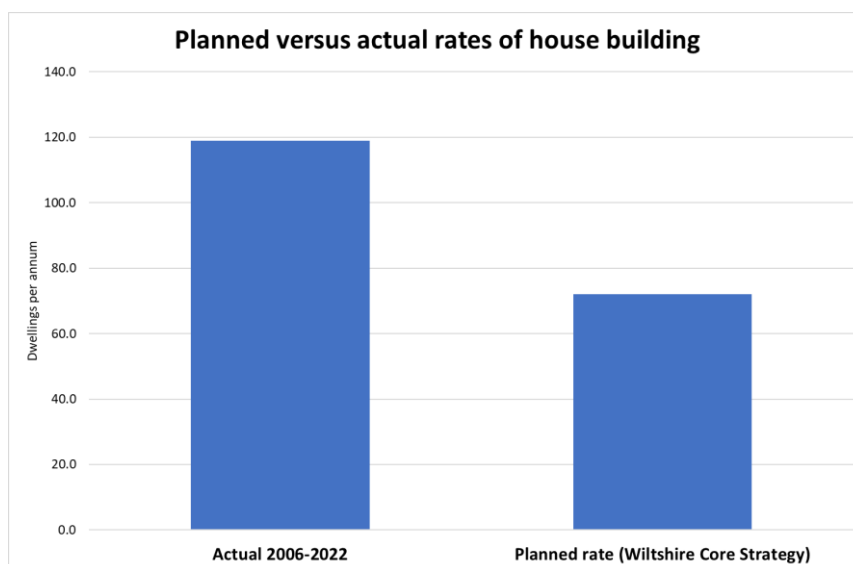


Figure 2. Wiltshire Core Strategy planned growth against actual rates of house building at Calne.

Calne has continued to see significant housing growth particularly to the east of the town, along Oxford Road and Sand Pit Road. This has not been matched by the employment growth envisaged in the Wiltshire Core Strategy. While expansion of retail has not benefited the vitality and viability of the town centre, as this has come forward in out of centre locations to the north of the town, it has improved job opportunities locally and provides for greater choice, enabling more shopping trips to be undertaken at the town.

Larger businesses, reflecting a concentration in manufacturing, are concentrated in Porte Marsh Industrial Estate and land and premises are protected from alternative uses by designation as a Principal Employment Area (PEA). However, a small part of the PEA was lost to housing development at Brunel Way². The area saw Deceuninck expand back into its 110,000 sq. ft warehouse facility therefore supporting production growth at Stanier Road. However, job forecasts predict a continuing decline in the manufacturing sector on which many local jobs rely.

Permission has been granted, subject to the completion of a Section 106 Legal Agreement for ten business units, on the 3.2 hectare employment land allocated east of Beversbrook Farm and Porte Marsh Industrial Estate, but this has been in combination with a Lidl supermarket. The whole site is therefore not being delivered for the employment uses envisaged in the Core Strategy.

The town centre has benefited from regeneration projects in recent years, including provision of a new library and the completion of improvements to Calne Leisure Centre as part of the Community Campus and Hub programme. The reopening of the refurbished

² 0.73Ha. Planning Application N/12/03740/FUL

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leisure centre completes the overall project, which also included work to the Calne Community Hub and Beversbrook sports facility.

The Wiltshire Retail and Town Centres Study (WRTCS)³ concludes that, overall, Calne is considered to be a town centre with a localised retail function whose catchment is influenced by the nearby higher order centre of Chippenham. Over recent years vacancies in the town centre have been a concern, being above the national average, although they have been falling. The closure of the Co-op store is a blow to the level of choice in the centre for convenience goods, with current proposals to replace it with residential properties and commercial/business units.

However, further opportunities for regeneration remain and further development in Calne should be focussed on supporting investment in services and improvements in the town centre. A new Asda Express, on the site of a former petrol station, is one example.

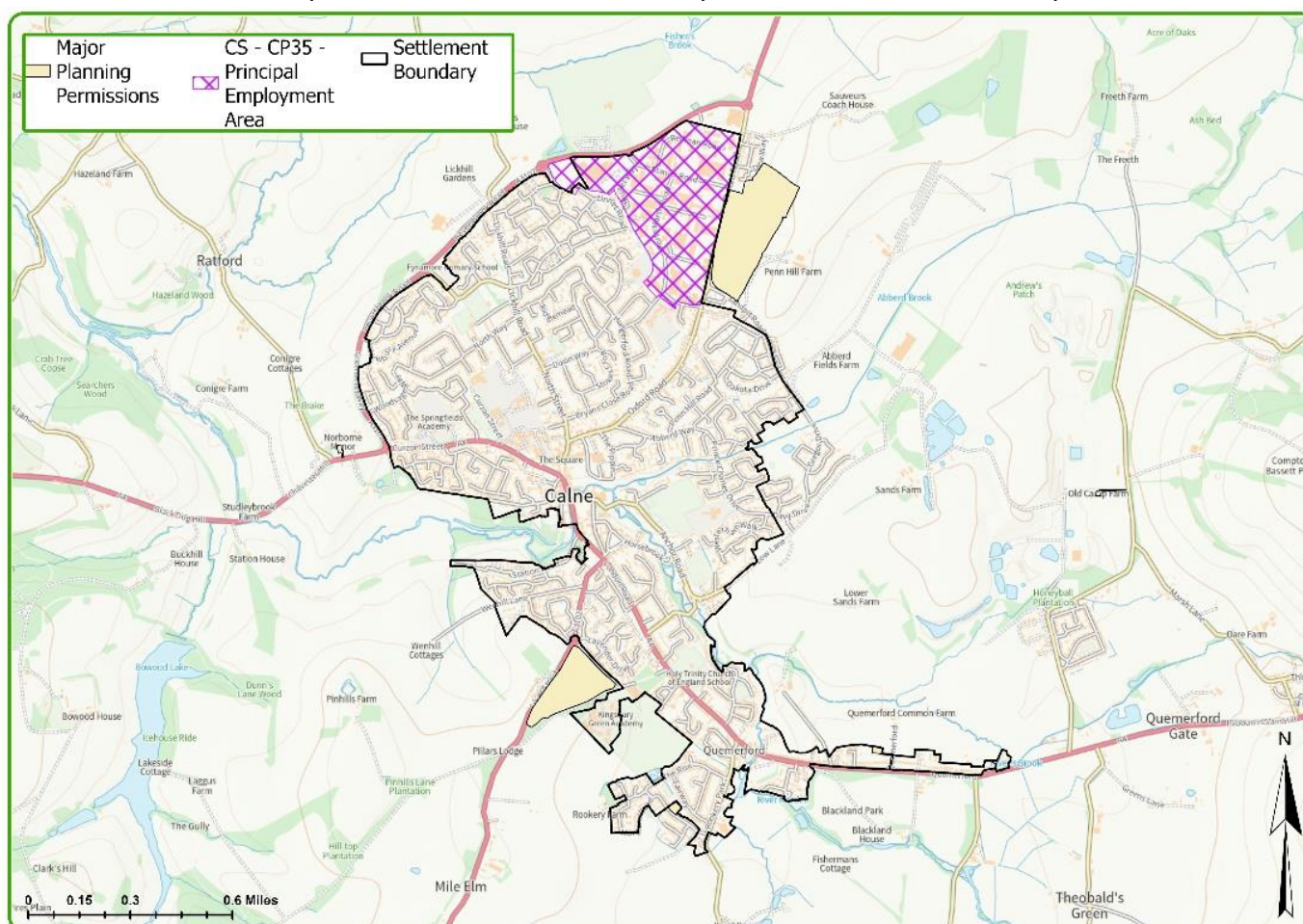


Figure 3. Current major planning applications and development plan policies at Calne.

³ Wiltshire Retail and Town Centres Study (Avison Young, 2020)

Planning to 2038

Looking ahead, against the backdrop of its environmental context, the strategic direction that flows from how Calne has developed over recent years is in summary:

There are vulnerabilities at Calne from a concentration in manufacturing and by overshadowing from larger nearby town centres. Recent house building needs to be balanced with additional investment in business, services for the local community and a stronger town centre.

A set of Place Shaping Priorities (PSPs) addresses matters first highlighted in the Wiltshire Core Strategy and new issues that now also need to be tackled as set out above. They result from working with Calne Town Council and wider consultation with the community and other stakeholders carried out in 2021.

They are as follows:

PLACE SHAPING PRIORITIES

PSP1 Housing needs: A balanced approach to housing growth, that allows the wide-ranging housing needs of Calne to be met whilst preserving the special market town feel of the town, including its heritage and landscape qualities.

PSP2 Employment land: Protect existing employment land and provide new employment land, ensuring the role and function of Calne is maintained as an important local employment centre.

PSP3 Sustainable communities: Support development that is well connected to Calne town centre by sustainable modes of transport and encourage delivery of infrastructure such as primary schools, open space, allotments, land for cemetery space and NHS services to support sustainable communities.

PSP4 Transport: Ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre.

PSP5 Calne Town Council Climate and Environmental Emergency Pledge: Minimise the impact of development and associated infrastructure on the environment to help to meet the Calne Town Council Climate and Environmental Emergency Pledge.

PSP6 Town Centre: be supported by the implementation of a Town Centre Masterplan to ensure continued investment in the town centre and improve the provision of town centre services, facilities and amenities, particularly the level and quality of retail outlets, hospitality venues and public spaces.

PSP7 Sustainable transport: Provision and promotion of sustainable transport and active travel, including new and improved bus routes and pedestrian and cycling routes.

PSPs sit alongside the spatial strategy for Calne. One of their purposes is to describe what growth intends to help deliver and how change should be managed. They form the basis for an overarching planning policy for Calne that guides development and the direction of growth.

PSPs therefore provide a succinct strategic context within which to better understand the spatial strategy for the main settlements. They also set a framework to co-ordinate the high level and strategic role of the Local Plan with the function of neighbourhood plans prepared by town and parish councils that set more detailed visions for the future of each community. The two sets of plans therefore work in harness.

PSPs are also used to influence how, and more precisely, where development will take place as an important part in the selection of sites for new development. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Others are more specific to a particular place. PSPs aim to address unresolved issues that were previously highlighted in the Wiltshire Core Strategy plus new issues that need to be tackled during the next plan period.

Scales of growth at the town, as set out in the Revised Spatial Strategy⁴, respond to concerns about the population increasing more than anticipated rates, coupled with job growth not corresponding to the recent increase in new homes built at the town.

Fresh employment land would provide an opportunity to address the imbalance. The spatial strategy for Calne reflects the findings of an Employment Land Review⁵, which concludes there is an indicative forecast demand for around 3ha of employment land at the town (comprising 0.2 - 0.5ha for office and 2.7ha for industrial).

⁴ Wiltshire Local Plan Review Revised Spatial Strategy (Wiltshire Council, October 2023)

⁵ Wiltshire Employment Land Review, paragraph 6.3.12 (Hardisty Jones Associates, 2023)

The new strategy identifies a requirement of 1,230 homes for the plan period 2020 to 2038. A reduction in rates of house building at Calne compared to the Wiltshire Core Strategy is justified moving forwards.

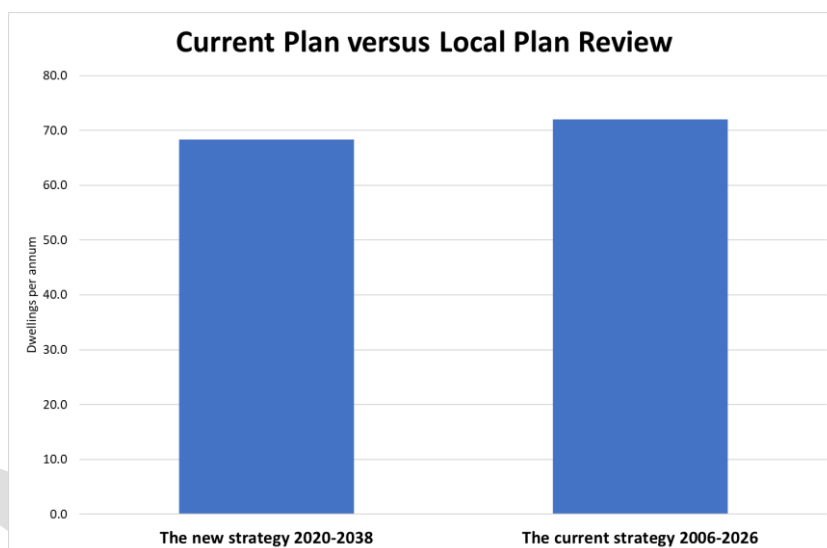


Figure 4. Wiltshire Core Strategy planned growth compared to the Wiltshire Local Plan Review planned growth.

The growth planned for Calne will help to support the vitality and viability of the town centre, increasing the available pool of local spending. Where development takes place is also a consideration. If it can be located as near to the centre as possible this will help it to capitalise on growth. If there are opportunities to improve connections to and between the centre and sites for new development, this can also help.

Improvements to footpaths, cycleways and public transport can be provided in conjunction with developments. Growth can be guided to ensure continued investment in the town centre, in accordance with PSPs 3, 6 and 7 (above) that seek these outcomes.

The evidence suggests there will not be strong demand to develop additional retail floorspace. Opportunities for investment in the town centre may need to be driven by other sectors.

3. Local Plan Proposals

Protecting the environment

Calne is not significantly constrained in environmental terms when compared with other Market towns in the area - the proximity of the North Wessex Downs AONB to the east and south and Bowood House and Gardens to the south and west of the town are main environmental constraints to outward expansion. The Local Plan recognises and protects their importance.

Significant growth at Calne has been promoted for consideration as part of preparing the Plan on the basis that road improvements could relieve traffic congestion and improve the environment of the town centre. Further work, however, including detailed transport assessments, would be needed to ascertain whether or not improvements could be achieved in the town centre. Such concepts would also require increasing the scale of housing growth and this runs contrary to objectives to rebalance jobs and homes.

Careful consideration has been given to the potential impacts of any new development on traffic congestion and air quality issues along the A4 in Calne town centre. For these environmental reasons, as well as benefits for town centre trade (see above), development proposals are as well connected to the town centre as possible, allied to scope for provision for sustainable transport and active travel routes to the town centre, such as new and improved bus routes and pedestrian and cycling routes.

How many more homes?

From the reduced scale of growth over the plan period (see above) can be deducted homes already built and those already in the pipeline. What is left, and necessary to plan for, is called the residual requirement. When the number of homes built and in the pipeline is deducted it leaves a further 630 homes to be accommodated at Calne up until 2038.

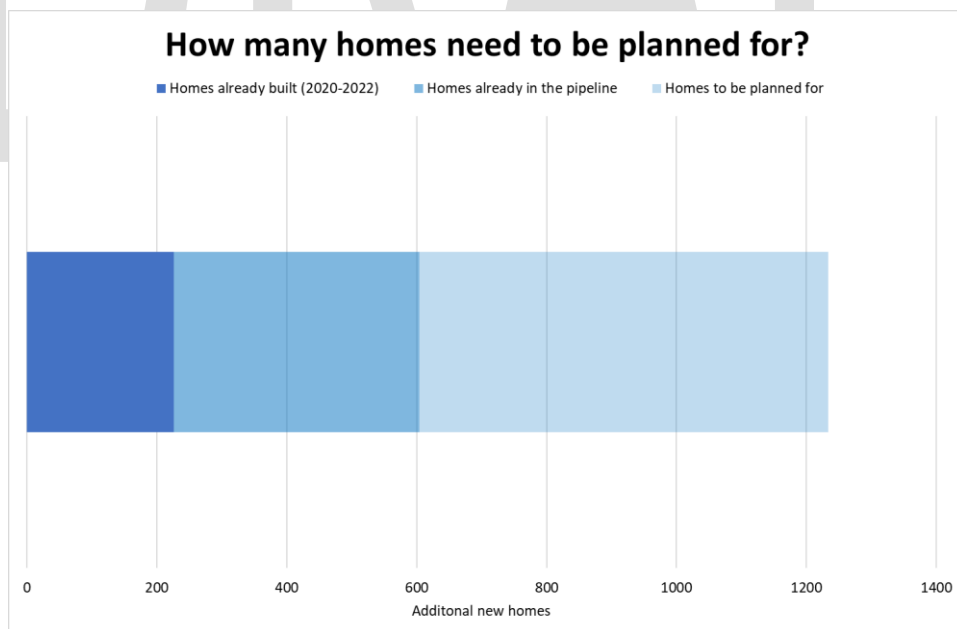


Figure 5. Calculating how many homes need to be planned for at Calne.

Selecting sites

Eight sites were considered reasonable alternatives for new homes and assessed through sustainability appraisal. (See map).

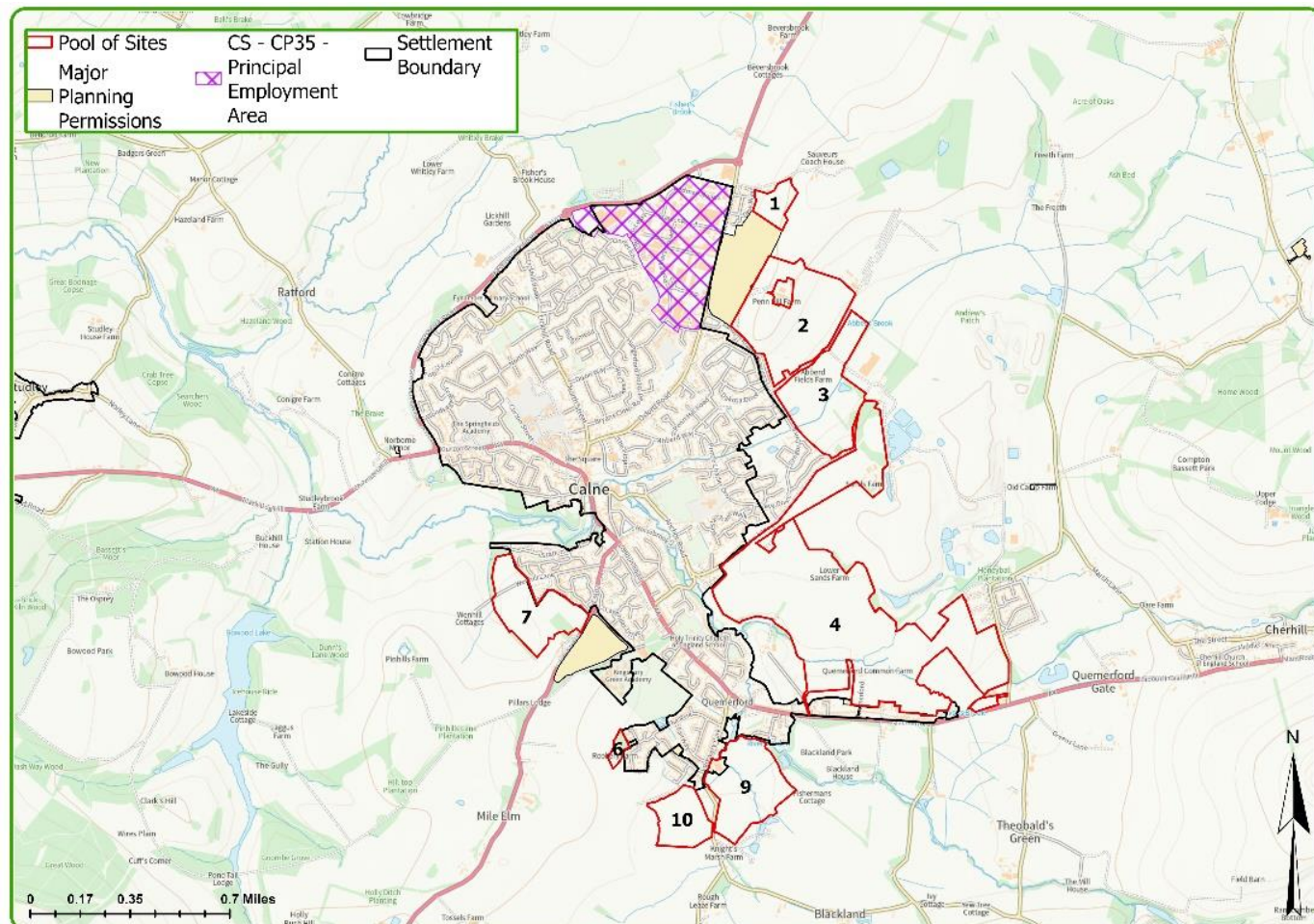


Figure 6. The pool of sites for sustainability appraisal at Calne.

These sites resulted from a two-stage sifting process that removed land incapable of being developed without unacceptable impacts. Sustainability appraisal assesses what likely significant effects development of a site would incur, both positive and negative. Those sites that performed better in sustainability terms were those that were considered likely to have fewer significant adverse environmental effects and greater social and economic benefits. Sustainability Appraisal ranked sites by their social, environmental and economic effects.

Following this the sites were assessed by their performance against the Place Shaping Priorities. Preferred sites were identified through a combination of assessment against the Sustainability Appraisal and the Place Shaping Priorities.

Sustainability appraisal showed that all the sites had a range of negative environmental effects. They were all greenfield sites predominantly in agricultural use, except for Site 6 (Rookery Farm), which had the least adverse environmental effects. Site 1 (land south of High Penn track) had the next least adverse environmental effects. However, balancing

likely positive social and economic benefits against environmental effects, Site 2 (Land to north of Spitfire Road / Penn Hill Farm) performed better than Site 1. Sites 1, 2 and 3 (Abberd House Farm Buildings and Land) performed slightly ahead of others in terms of sustainability appraisal, including Site 6.

All the sites were then evaluated according to how well they could support the PSPs. Looking at the top three better performing sites from the sustainability appraisal, unlike the other two sites, Site 1 is not of a size that could include employment uses and it is a reasonable distance from the town centre with limited scope to improve connections. Whilst it would not significantly worsen congestion and air quality any more than another site, it did not offer scope to improve conditions either.

Sites that performed better in both sustainability terms and against the PSPs were Site 2 and Site 3. Both sites are considered likely to have some moderate adverse effects against some of the environmental objectives, but these effects can be effectively reduced through mitigation measures. In terms of benefits, both sites were considered likely to have major positive effects in terms of social inclusion, housing provision and for the local economy.

The methodology and detailed assessments made in the site selection process are all explained in the appendix. The sustainability appraisal process and its results are contained in a separate report⁶.

What development is proposed?

Sites 2 and 3 are more than capable of meeting the scale of residual requirements for both new homes and employment that should be planned for.

In due course, a review of the Calne Community Neighbourhood Plan is intending to allocate additional land for development. Neighbourhood planning lends itself to identifying small to medium sized sites for housing and other forms of development. Smaller sites in the neighbourhood plan will supplement proposals of the Local Plan Review. The overall amount of land earmarked for development will exceed residual requirements but will provide a good degree of contingency and flexibility, as well as a wider choice, in order to best ensure development needs are met.

The Local Plan Review, however, proposes the central, strategic, development proposals. They are explained below.

⁶ Wiltshire Local Plan Review Sustainability Appraisal Report July 2023

Site 2: Land to the north of Spitfire Road

Use	Scale/Area
Residential	Approximately 570 dwellings
Office	0.5ha
Education	0.3ha (80 place day care nursery)
Retail/Service	0.15ha (local centre)
Green space	Approximately 14.3ha
<p>Vehicular access is possible from both Sandpit Road and Spitfire Road</p> <p>Greenspace would include a range of children’s play areas. It would also include allotments and suitable alternative greenspace to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off-site.</p>	

The site’s main role is to provide additional homes over the plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes. The amount of housing provides good scope to provide a mix of housing types (PSP1)

Such a number of homes creates a new neighbourhood of the town that should have a local centre to include services and facilities to serve it. A small retail element would provide convenience without undermining the primary role of the town centre. Evidence shows there is a shortfall in nursery places and new nursery provision, of around 80 places, is necessary to enable development to go ahead. This may be situated at the local centre and co-located with new employment land.

An aim of the Plan is to provide opportunities for business (PSP2). The environment created by the housing development offers the opportunity of an attractive location for office uses, separate to new or existing industrial estates and capable of easy access from nearby. This would help broaden the town’s economic base and accord with PSPs.

The site is reasonably well connected to the town centre; approximately 1km for walking and cycling and there are already regular bus services within 250m. Residents would be able to easily visit the town centre through sustainable transport modes, which would help to increase footfall and boost local trade. It is also in close proximity to a range of employment opportunities at Porte Marsh Industrial Estate. The proposals support Place Shaping Priorities for a balanced approach to housing growth, provision of employment, a more

vibrant town centre and sustainable travel choices. Development would support a potential new bus route being promoted from Oxford Rd, along Sand Pit Rd and connecting with Prince Charles Drive and Abberd Way to make a circular route back to the town centre. Evidence establishes potential for a range of negative effects that will be mitigated as follows:

- Traffic from this site is likely to contribute to elevated oxides of nitrogen, slowing recovery of the town centre's air quality. Funding contributions from a developer will be sought for measures that counteract possible negative effects.
- Noise and odour from the adjacent biomass process would be avoided by a design and layout that provides a good separation.
- As with all sites east of Calne, this site may require upgrades to drainage infrastructure connections.
- All development can be located within Flood Zone 1 but a more detailed Flood Risk Assessment will ensure there is no flood risk to the site and that development of this site will not exacerbate flood risk elsewhere.
- There is potential for development to be intrusive in the rural landscape setting where it encroaches east across the hillside towards the North Wessex Downs AONB. Reducing the amount of development on higher landform can reduce such impacts, alongside landscape buffers and retaining and enhancing hedgerows and trees as part of a mature landscape framework.

Site 3: Land off Spitfire Road

There is an existing supply of new employment land of just under 3ha. Additional employment land has been identified as a central component to planning for Calne going forward (see above). An indication of what amount comes from an assessment carried out on behalf of the Council by Hardisty Jones Associates. Their work forecasts a need for an additional 3.2ha for industrial and office floorspace.

Land within Site 2 will provide 0.5ha of land earmarked for office-type uses. That leaves a residual requirement of 2.7ha that should be more suited to industrial employment uses.

One site, Site 3, land off Spitfire Road, has been promoted specifically for employment use. The site selection assessment (see above) concludes that this area is well suited to development, and it is therefore being taken forward as a proposal in the Local Plan.

Use	Scale/Area
Industry and Office	2.7ha
<p>Vehicular access is possible from Spitfire Road</p> <p>Site is adjacent to an existing industrial employment use with HGVs accessing onto Spitfire Road</p> <p>Part of the site comprises a derelict former farmyard and associated buildings</p>	

An imbalance of population growth exceeding local jobs is a main concern of the Plan. Providing additional employment land is an important component that helps to address this. To allow scope for a mix of uses, away from other uses that may limit that scope, the whole site is proposed for employment uses which envisages various possible forms of industrial use. Maintaining the town’s role as a centre for employment is a place shaping priority.

As with Site 2, this site is reasonably well located in terms of access to the town centre and the potential for sustainable travel modes. As a destination, its location is also well related to existing and new homes, as well as businesses at Porte Marsh Industrial Estate. (PSP3, 4 and 6).

The site is within a reasonable walking and cycling distance from the town centre (approx. 1.2km) and there is already a bus stop with regular services to the town centre within approx. 800m of the site.

Development would increase the viability of a potential new bus route that has been promoted from Oxford Rd, along Sand Pit Rd and connecting with Prince Charles Drive and Abberd Way to make a circular route back to the town centre.

Evidence establishes potential for a range of negative effects that will be mitigated as follows:

- Protection and enhancement of existing hedgerows and trees throughout the site and overall layout and design should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- All development to be located within Flood Zone 1 but a Flood Risk Assessment will be required to ensure there is no flood risk to the site and that development of this site will not exacerbate flood risk elsewhere. Development would need to be a suitable distance from Abberd Brook.

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- Traffic from this relatively small site is likely to contribute slightly to elevated oxides of nitrogen, slowing recovery of the town centre's air quality. Funding contributions from a developer will be sought for measures that counteract possible negative effects.
- Noise and odour impacts from adjacent biomass processes, landfilling operations and HGV traffic serving the Hills Waste site would be accommodated as a part of design constraints.
- Landscape mitigation could include creating appropriate landscape buffers to new settlement edges and through the development, to ensure a well-integrated settlement expansion, retaining and enhancing Abberd Brook in its role as a green corridor linking to the town centre.
- There may be land contamination issues associated with the former farmyard and associated buildings. A more detailed assessment and, if necessary, remediation of the site would be required prior to any development coming forward.

How the two sites may be developed is shown on the draft framework plan below. This illustrates one treatment of the sites that meets mitigation requirements and the homes, employment, other uses and infrastructure envisaged.

Land off and North of Spitfire Road

Concept Plan

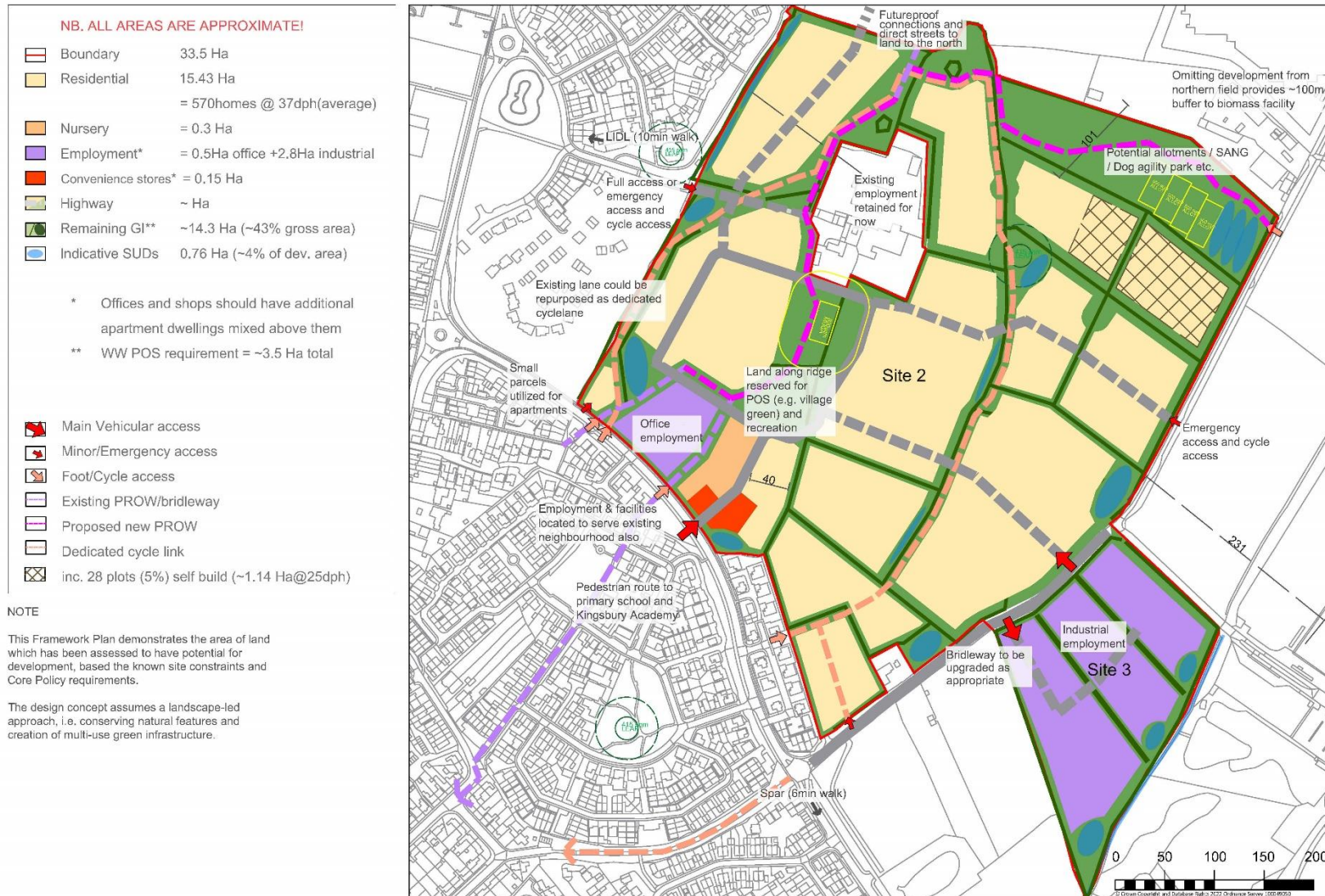


Figure 7. Concept plan for Land off Spitfire Road and Land North of Spitfire Road, Calne

Supporting the Town Centre

The Local Plan contains a framework that describes how all the different uses found in the central area function together. It provides context and certainty to business and services. It indicates how the area will operate over the plan period.

The Local Plan Review defines a hierarchy of town centres and the extent of town centres and primary shopping areas. The town centre hierarchy is largely consistent with the settlement hierarchy set out in Policy 68 Managing Town Centres. The role of each centre correlates to the role of the wider settlement within the settlement hierarchy. The town centre hierarchy defines Town Centres Boundaries and Primary Shopping Areas within Principal Settlement, Market Towns and Local Service Centres. Within this hierarchy, Principal Settlements provide strategic centres; Market Towns are large shopping and service focused centres with smaller catchments; and Local Service Centres provide a range of shops and services for the local population, thus serving a village centre function.

The Town Centre Boundaries and Primary Shopping Area Boundaries were identified in the 2015 Retail Review. The 2020 Wiltshire Retail and Town Study reviewed these boundaries and found them to be up to date.

Calne is defined as a Market Town in the town centre hierarchy. The town centre boundary and primary shopping area can be found on the policy map.

The Local Plan aim is to strengthen the town centre.

Calne is one of the oldest market towns in Wiltshire and provides an attractive and important centre for the surrounding area, although the town centre is considered to have a localised retail function whose catchment is influenced by the nearby higher order centre of Chippenham. Calne is the only town located on the River Marden. The town centre is within Calne Conservation Area and notable buildings include St Mary's Church, an array of houses on The Green and Calne Town Hall. Of particular note, is Calne Library which has won awards for its innovative design. Over recent years, shop vacancies in the centre have been a concern, being above the national average and, although they have been falling, the closure of the Co-op store is detriment to the level of choice in the centre for convenience goods.

The Wiltshire Town Centre and Retail Study⁷ does not forecast a need to allocate any sites for additional retail floorspace, based on shopping trends and growth in catchment spending.

⁷ Wiltshire Retail and Town Centres Study (Avison Young, 2020)

Further regeneration initiatives would boost service, tourism, and hospitality sectors, as well as including elements of residential development. This would include the night-time economy. Improving the attractiveness of the environment, such as the public realm, can also help induce better investment confidence.

A master plan for the town centre, adopted by the town council, has established a vision and areas for further work that could bring forward regeneration and enhance the visitor environment. A focus, integrating with the transport strategy, is to reduce the negative impacts of traffic.

The part played by the Local Plan is to position site allocations for homes and business that help to increase footfall due to their location and by good footpath, cycle and public transport connections.

4. How will growth be delivered?

Landowners, business and housebuilders are the main drivers of development over the plan period. Service providers will also come forward with proposals to invest in new facilities that support growth in new homes and local business. The Council as local planning authority determines their planning applications in accordance with the Local Plan. It also determines them in accordance with policies of a neighbourhood plan that serves to guide the shape and form of non-strategic aspects of development, such as developing locally distinctive policies on design.

Role of Neighbourhood planning

The Local Plan sets the overarching context for neighbourhood planning in Wiltshire. Strategic policies of the Local Plan are high level and limited to those necessary to address strategic priorities in Wiltshire. At a local level, communities can play an important role in shaping their areas by producing neighbourhood plans which direct where new development should take place, and how it should look. Neighbourhood plans must be in general conformity with the strategic policies set by the Local Plan but can add further locally specific requirements that reflect the wishes of the local community.

The Local Plan sets out a series of Place Shaping Priorities for Calne that have been devised in consultation with Calne Town Council. The Place Shaping Priorities set a range of outcomes for the town over the lifetime of the Local Plan to 2038. The Place Shaping Priorities also provide a context that can influence the direction of neighbourhood plans.

In order to assist in the production of neighbourhood plans, Wiltshire Council is also required to provide a scale of housing to plan for, for each one. Sites allocated through neighbourhood plans contribute towards meeting the overall of scale of growth set by the Local Plan, as well as meeting local needs identified through the evidence gathering process for the neighbourhood plan. An element of the Local Plan strategy is therefore to be delivered by neighbourhood plans.

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To set an appropriate scale of growth to be planned for through neighbourhood plans at the main settlements (Principal Settlements and Market Towns), a range of factors have been considered:

- Neighbourhood planning lends itself to identifying small to medium sized sites for housing development; and national planning policy sets a target of 10% of overall requirements to be met on sites no larger than a hectare.
- The stage a neighbourhood plan has reached in its preparation, the community's appetite to plan for new homes and its focus all affect the degree to which neighbourhood planning can contribute. The neighbourhood plan can help to meet housing needs in a form that matches local needs.
- The nature and extent of the area designation and what scope there is to identify sites for housing development may be limited, for example, if boundaries are drawn tight to the built-up area and most opportunities will be windfall and difficult to identify.

The Calne Community Neighbourhood Plan (CCNP) was 'made' on 6th February 2018. It sets out the vision, objectives and policies to ensure that Calne and Calne Without maintain their distinctiveness over the period 2016 to 2026. It seeks to enhance the natural environment, support and encourage high quality housing, local jobs and improved retail and leisure facilities in a healthy, green and attractive town and series of villages. It is now being updated to take account of the Local Plan's preparation.

There are likely to be opportunities for the neighbourhood planning process to identify small to medium scale sites to deliver a modest level of growth over the Local Plan period. This could include brownfield sites or land within the built edges of the settlement where potential impacts on the historic environment are likely to be reduced.

Ten per cent of the scale of growth identified at Calne suggests a neighbourhood area requirement for Calne of approximately 100 dwellings. The neighbourhood area designation includes Calne Without and the environs to the town. The neighbourhood area designation provides scope within and on the edge of the urban area to allocate suitable sites.

The neighbourhood area requirement should be considered in combination with other evidence of local needs as determined by the neighbourhood planning group. The neighbourhood area requirement is for the Local Plan period up to 2038, and therefore may be delivered over one or more iterations of a neighbourhood plan within this period.

The neighbourhood area also includes the Large Village of Derry Hill/Studley, which is subject to a separate housing requirement of 30 dwellings for the purpose of neighbourhood

planning⁸. This will also need to be accommodated in planning for the designated neighbourhood area.

Calne neighbourhood area requirement (2020-2038)	130
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Local Infrastructure

The growth of Calne needs to be supported by the correct infrastructure, services and facilities. When planning for growth, it is important to consider the characteristics of the town in terms of key services and infrastructure (e.g. community facilities, green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following summarises the key measures required to be put in place to address growth proposals for Calne, as well as known infrastructure issues and their timing, what additional provision is necessary to support growth and what other opportunities there may be.

Education

Additional school places, at both primary and secondary levels, will be provided, as necessary, by funding from developer contributions. The number of places can be forecast accurately based on the 570 homes planned for Site 2.

There are surplus places at Kingsbury Green Academy but there is also scope to provide additional places in the future if needed. If, at the time of detailed planning applications for Site 2, there is by then a shortfall, financial contributions would be sought to provide additional places.

There are some surplus places in the town's primary schools but not sufficient to meet the level of forecast demand. Financial contributions would be directed to the expansion of Priestley Primary School.

In response to an identified need, land on Site 2 and contributions will be required for a new onsite 80 place full day care nursery. Further contributions would be required for the remaining places.

Sustainable transport

Calne is well served by the A4 which provides a direct link to Chippenham and Bath with the A3102 forming a western bypass leading to Royal Wootton Bassett and the M4 at Swindon. These routes benefit from a regular bus service to Chippenham railway station and Swindon

⁸ Neighbourhood area requirements for the rural parishes are calculated separately, as set out within the Rural Housing Requirements Methodology paper.

with recent investment in ultra-low emission buses. The A4 and A342 are both designated as local lorry routes.

Current transport constraints/concerns include:

- a declared Air Quality Management Area (AQMA) in place in the centre of the town, mainly on the A4
- highway congestion around A4 Curzon Street, Mile Elm / Silver Street / White Hart causes delay and contributes significantly towards poor air quality.
- HGV concerns along the A4 / A342 through Calne. Hills Waste HGVs are also causing resident concern along Sandpit Road and Spitfire Road RBT junction.
- peak hour delays on the A4 also affect bus services (partly as a result of a lack of bus priority measures)

Highway connectivity, reducing the need to travel and making it easier for people to use sustainable modes of transport, are essential in supporting the scale of growth at the town, as reflected in the Place Shaping Priorities. These seek improvements to the local transport network that reduce traffic congestion, improve air quality in the town centre and promote sustainable transport and active travel, such as new and improved bus routes and pedestrian and cycling routes.

To help realise the opportunities presented by the locations chosen for development, and necessary for their development, funding contributions will be sought to the Calne Area Transport Strategy⁹ which is Wiltshire Council and Calne Area Transport Group's proposed long-term approach.

The key improvements are set out below as indicative scheme options that could contribute to the overall ambition for Calne:

- Urban walking routes - complete key gaps in the Calne walking network.
- Urban cycling routes – a safe connected network
- Improve access to local bus network to provide viable journey choices in Calne.
- Additional inter-urban bus services to increase destination choice.
- Enable interchange to public transport – better integration with other modes to make convenient, reliable end-to-end journeys.

Addressing town centre congestion

- Strategic parking plan, making best use of available parking to maximise accessibility and manage private car demand.
- Traffic management and re-routing to ensure vehicle movements are focused on the most appropriate routes.

⁹ Calne Area Transport Strategy – Wiltshire Council (Atkins, February 2021)

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- Invest in electric vehicle infrastructure.
- Review HGV network.
- Active travel promotional campaigns.

Health and social care

There are two GP surgeries in Calne. A planning application for a new surgery to replace the existing Patford House surgery, which has been outgrown, has been approved. The new surgery is situated on Silver Street, to the south of Calne. An extension has been built on the Northlands Surgery site. These new facilities provide sufficient facilities to meet the planned growth in patient numbers.

Utilities

The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.

With the uptake of low carbon technology and the move towards net zero, there are estimates that energy demand could almost treble by 2050. This increased pressure on the system is something Scottish and Southern Electricity Network (SSEN), as Distribution Systems Operator, are working on to manage new capacity. Solutions may include flexible connections, renewable energy and further investment to reinforce the current infrastructure.

Information from SSEN indicates the substation and supply points in and around Calne are currently unconstrained. However, the infrastructure is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.

Developing any sites east of Calne may require upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre; or further assessment may indicate connection to Calne Water Recycling Centre to be less disruptive and more easily achieved.

Appendix 1 Policy Context

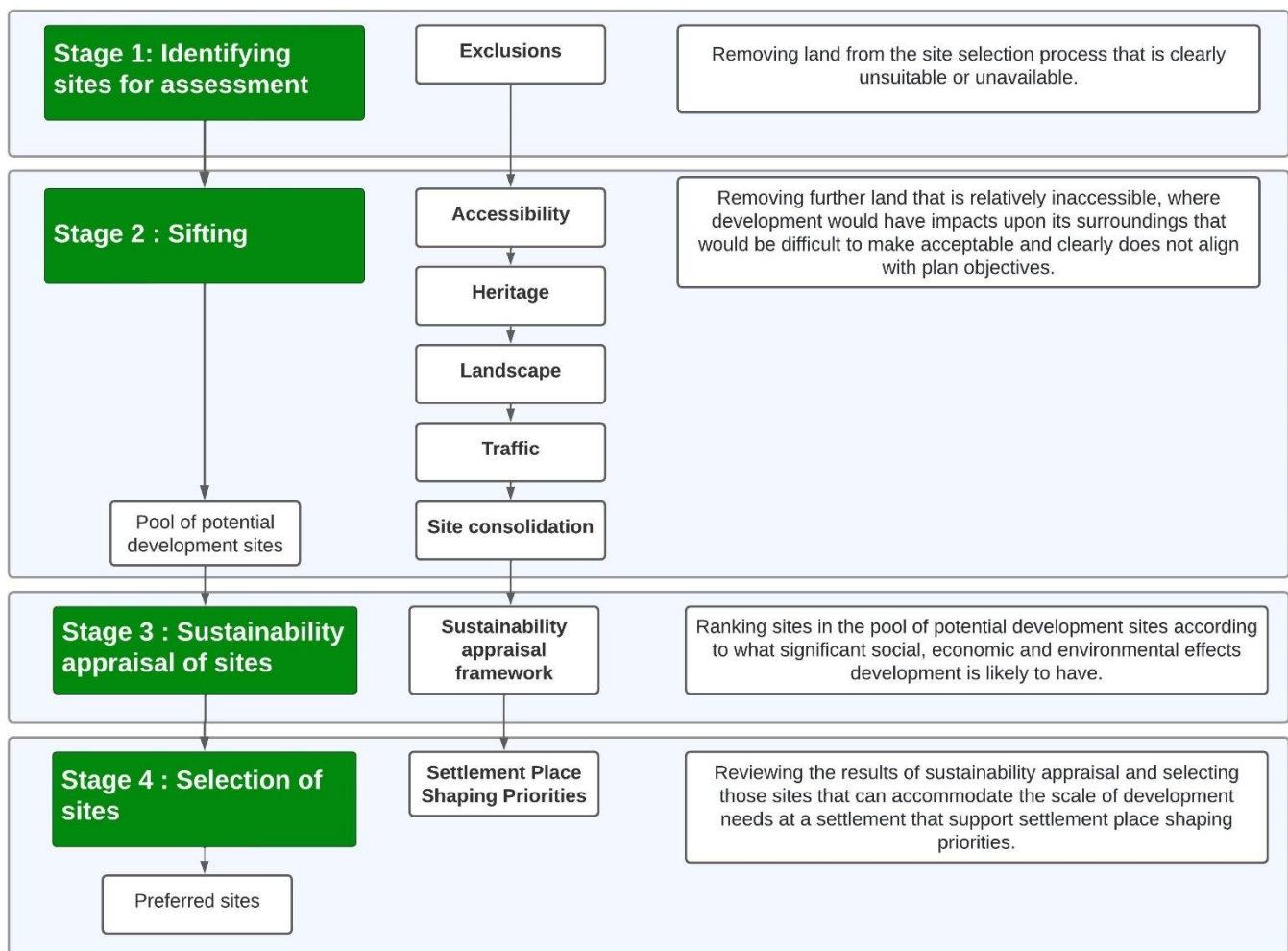
Strategic policy	Title	Retained, Replaced or Deleted
Wiltshire Core Strategy: Core Policy 8	Spatial Strategy for the Calne Community Area Principal Employment Area: Porte Marsh Industrial Estate	Replace with Policy 9 Calne Market Town
North Wiltshire Local Plan 2011 Policy H2	Allocated Residential Sites - Quemerford House and Land, Calne (16 dwellings) - Lower Quemerford Mill, Calne (12 dwellings)	Delete
North Wiltshire Local Plan 2011 Policy BD1	Employment Land - East of Beversbrook Farm and Porte Marsh Industrial Estate, Calne (4.4 ha)	Delete
North Wiltshire Local Plan 2011 Policy R1	Town centre primary frontage areas	Deleted and Replaced with Policy 68 Managing Town Centres
North Wiltshire Local Plan 2011 Policy R2	Town centre secondary frontage areas	Deleted and Replaced with Policy 68 Managing Town Centres
North Wiltshire Local Plan 2011 Policy R7	Upper floors in town centres	Deleted and Replaced with Policy 68 Managing Town Centres

Appendix 2 Site Selection

The purpose of this appendix is to explain the site selection process at Calne, which takes place over a number of stages, as illustrated in the flow diagram below. The full methodology can be found in the supporting Site Selection Methodology report.

This appendix briefly describes the methodology, and explains the outputs that emerge from Stages 1-4, with the concluding stages set out within the main body of this paper.

Summary of the site selection process



Strategic Housing and Employment Land Availability Assessment

The Strategic Housing and Economic Land Availability Assessment¹⁰ (SHELAA) provides the initial pool of land from which sites may be selected. The SHELAA is a register of

¹⁰ Information about the [Strategic Housing and Employment Land Availability Assessment](#) can be found on the Council website.

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land promoted for development by landowners and prospective developers. Parcels of land are submitted to Wiltshire Council for consideration as potential allocations in the Local Plan, as well as Parish and Town Council neighbourhood plans¹¹. Plan preparation, and not the SHELAA, determines what land is suitable for development through a process of selecting the most appropriate sites.

Only sites that were not spatially separated from the built-up edge were considered. The maps below show the SHELAA sites that were considered through the site selection process at Calne.

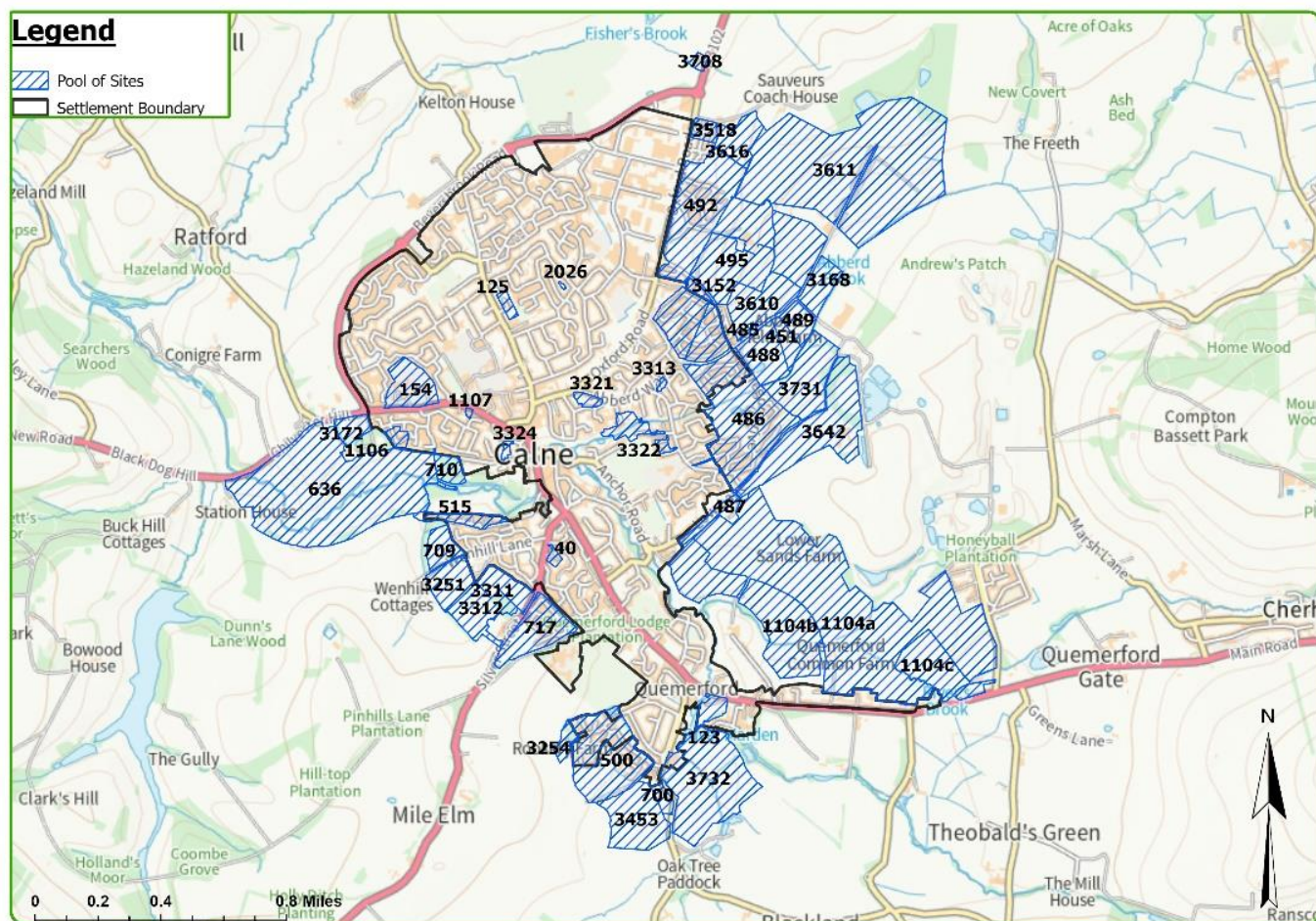


Figure 8. Pool of sites at the start of the site selection process at Calne.

The following paragraphs summarise the stages of assessment undertaken through the site selection process.

Stage 1 – Identifying Sites for Assessment

The initial stage excluded SHELAA sites from further consideration that constituted unsuitable land for development if they were unavailable, separated from the built-

¹¹ Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

edge or clearly unsuitable for development for a range of other reasons, as described within the Site Selection Methodology.

Twenty-four sites at Calne were excluded at Stage 1.

Table 1: Sites Excluded

Site ref.	Reason for removal at Stage 1
40	Unavailable. Site built out.
123	Unavailable.
125	Unavailable. Site built out.
154	Unavailable.
485	Unavailable. Site built out.
486	Unavailable. Site built out.
492	Unsuitable. Electricity sub-station.
500	Unavailable. Site built out.
515	Unavailable. Site built out.
700	Unavailable.
710	Unsuitable. Allotments.
717	Unavailable. Site built out.
719	Unavailable. Site built out.
1106	Unavailable. Site built out.
1107	Unsuitable. Below site size threshold.
2026	Unsuitable. Below site size threshold.
3152	Unavailable. Site built out.
3172	Unavailable. Planning permission granted for development.
3313	Unsuitable. Below site size threshold.
3321	Unavailable. Site built out.
3322	Unavailable. Site built out.
3324	Unsuitable. Below site size threshold.
3518	Unavailable. Site built out.
3708	Unavailable. Site built out.

Stage 2 – Site Sifting

Using the land that passed through Stage 1, a second assessment stage used a limited set of strategic criteria (proportionate evidence¹²) to further refine the list of sites to a set of *reasonable alternatives* for further assessment using sustainability appraisal. The criteria considered at Stage 2 were related to **Accessibility and Wider Impacts**, and **Strategic Context**, and may be summarised as follows:

- **Accessibility and Wider Impacts**

The merits of each site were assessed to understand strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites deemed to be inaccessible, for example, if no reasonable means of access to the site could be secured without third party land, were excluded from further consideration. This is further detailed in the Site Selection Methodology.

In addition to accessibility, the following strategic considerations were tested through Stage 2:

1. **Landscape:** A site that was highly likely to lead to landscape or visual harm, that was unlikely to be possible to be mitigated, was rejected.
2. **Heritage:** A site that contained or was within the setting of a heritage asset, that was likely to lead to significant and unmitigable harm was rejected.
3. **Flood Risk:** A site that was wholly within an area at risk from flooding (e.g. in Flood Zones 2 or 3 or other high-risk source of flooding) was rejected.
4. **Traffic:** A site that was likely to lead to an unacceptable degree of harm in terms of traffic and congestion impacts was rejected.

The outcomes from this element of Stage 2 were categorised as high risk of harm (red), medium risk of harm (amber) and low risk of harm (green).

- **Strategic Context**

This part of the Stage 2 assessment considered the pool of sites in relation to the strategic context of the settlement, having regard to:

- Long-term patterns of development
- Significant environmental factors
- Scale of growth and place shaping priorities
- Future growth possibilities for the urban area

This part of the assessment made a judgement on what pool of possible sites constitute a set of reasonable alternatives for further consideration. This does not pre-

¹² To meet national requirements, plans must be sound, justified by having an appropriate strategy, considering reasonable alternatives, and based on proportionate evidence.

judge more detailed testing through Sustainability Appraisal but enables sites that are clearly at odds with the strategic context for the settlement to be ruled out.

Strategic Context – Calne:

Context criteria	Detail
Long-term pattern of development	<p>In recent years, the town has expanded to the north and west of the town. In the late 1990s, a significant urban extension was delivered to the north and west of Calne.</p> <p>In more recent years, Calne has seen significant housing development located in four main areas to the east and south of the town – along Oxford Road, off Sand Pit Road, at Marden Farm and off Silver Street.</p>
Significant environmental factors	<p>An important environmental factor is the Air Quality Management Area (AQMA) that is designated in Calne town centre. As traffic volumes have increased, there has been a decrease in air quality. Air quality has been identified as a significant local concern.</p> <p>The River Marden flows through the centre of Calne. It is an important corridor for wildlife and biodiversity. The river and the old course of the Wilts & Berks canal are to be found in Castlefields Canal & River Park to the west of the town centre.</p> <p>The town is not covered by any national landscape designations, but the North Wessex Downs Area of Outstanding Natural Beauty (AONB) is in fairly close proximity to the town. Impacts on the setting of the AONB are likely to be a consideration for new development taking place on the outskirts of the town. There is a large town centre conservation area and the east of Calne is in close proximity to the Avebury section of the Stonehenge and Avebury World Heritage Site.</p>
Scale of growth and strategic priorities	<p>The scale of growth required is lower than the current Core Strategy housing requirement. A significant amount of the housing requirement is already in the pipeline.</p> <p>Strategic priorities include a potential review of the Town Centre Masterplan through the neighbourhood plan to ensure continued investment in the town centre and encouraging further employment opportunities, infrastructure improvements to the local road network to reduce traffic congestion and improve air quality in the town centre, minimising the impact of development on the environment to fulfil the Calne Town Council Climate and Environmental Emergency Pledge and the provision and promotion of sustainable transport and active travel, including new and improved bus routes and pedestrian and cycling routes.</p>
Future growth possibilities for the urban area	<p>There are several possibilities for future growth at Calne, continuing past directions, within the existing highways network and if some future growth will be dependent on significant highways infrastructure, and what form this should take.</p> <p>There are SHELAA sites promoted to the east, south and west of the town</p>

	<p>There are significant clusters of SHELAA sites to the east of Oxford Road along Spitfire Road, to the north of Quemerford and between Wenhill Lane and the A3102.</p> <p>There are SHELAA sites outside the broad extent of the urban area, particularly those north of Quemerford, that would set possible precedents and a significant departure from past patterns of growth.</p>
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Table 2: Stage 2 assessment conclusions

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
451	Abberd House Farm Buildings and Land						<p>On its own, this site is remote from the urban edge of Calne, but it is adjacent to other SHELAA sites which are adjacent to the settlement boundary. Flood risk is low, although the southern boundary borders Abberd Brook. No significant heritage or landscape issues. The site appears to be well screened to the south and could be developed with surrounding sites.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
487	Land East of Calne 3 - Housing Locations						<p>This site is adjacent to the settlement boundary. There are no likely significant flood risk, heritage or landscape concerns. The site could be developed with surrounding sites.</p> <p>Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
488	Land East of Calne 4 - Employment Locations						<p>This site is adjacent to the settlement boundary and adjacent to housing development to the west. Low flood risk, although the southern boundary borders Abberd Brook. No likely significant heritage or landscape impacts. The site could be developed with surrounding sites.</p> <p>Take forward for further assessment as there does not appear to be any overriding</p>	✓

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							significant impacts that justify rejecting the site at this stage.	
489	Land East of Calne 5 - Employment Locations						<p>This site is not adjacent to the settlement boundary but is adjacent to SHELAA sites that are. On its own, the site is remote from urban edge, but could be developed with other adjacent sites. Part of the site is in Flood Zone 3 associated with Abberd Brook. Heritage impacts likely to be minimal. The site is closer to the Area of Outstanding Natural Beauty than some other sites therefore may be more sensitive to development.</p> <p>No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
495	Land to North of Sandpits Lane / Penn Hill Farm						<p>This site is adjacent to the settlement boundary and adjacent to new housing development. Likely low flood risk and heritage and landscape impacts. The site appears well screened and located adjacent to new developments.</p> <p>No justification for rejecting the site at this stage. Take forward for further assessment.</p>	✓
636	Berhills Farm						<p>The far eastern parts of this site are adjacent to the settlement boundary, but the majority of the site is remote from the urban edge. Flood zones 2 and 3 run through the centre of the site. There are potential adverse impacts on the Grade II listed Berhills Farm. Possible impacts on the setting of Bowood Grade I Registered Park and Garden and the site is adjacent to historic route of Wilts and Berks canal.</p> <p>The site has a prominent position on Chilvester Hill, sloping down markedly to the river valley. Calne's current western boundary is well screened by hedgerows and trees. If this site were developed it would create significant urban encroachment into</p>	✗

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							the countryside and have a significant negative impact on the Marden valley. The southern part of the site would be detached from the north due to the floodplain. In landscape terms, development of this site would be likely to have significant adverse effects and site should not be taken forward for further assessment. On this basis the site is rejected.	
709	Land at Wenhill Heights, Wenhill Lane						Site is adjacent to the settlement boundary and to existing residential development. Low flood risk - entire site is in Flood Zone 1. In heritage terms, some potential impacts on the setting of Bowood Grade I (GI) Registered Park and Garden which will require further assessment. Mitigation may be a constraint. The site has broken views across the valley and, whilst there is a tree belt planted along the western boundary, this is currently immature and needs protection and enhancement to provide suitable screening on this urban / rural edge. No justification for rejecting site at this stage. Take forward for further assessment.	✓
1104a	Land at Quemerford (Parcel 1104a)						Site is adjacent to the settlement boundary at Quemerford and adjacent to other SHELAA sites. Low flood risk the entire site is Flood Zone 1, although parts of the site have Flood Zones 2 and 3 along site boundaries. In heritage terms, there are potential impacts on the scheduled monument (medieval rural settlement at Quemerford) and on the setting of Grade I listed Hayle Farm on the eastern edge. Mitigation may be difficult. In landscape terms, as a large, split site, there is potential for significant landscape impacts to the east. However, this is dependent on the extent and location of any development. Fewer impacts likely if development is located nearer to the centre	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							of Calne. No justification for rejecting site at this stage. Take forward for further assessment.	
1104b	North East Quemerford						Site is adjacent to the settlement boundary at Quemerford. Low flood risk, as the majority of the site is Flood Zone 1, with some areas in Flood Zones 2/3 next to the river. In heritage terms, potential impacts on the village of Quemerford in southern part of site. Landscape impacts likely to be less than for 1104a and 1104c which extend further to the east. No justification for rejecting site at this stage. Take forward for further assessment.	✓
1104c	Land at Quemerford (Parcel 1104c)						Site is adjacent to the settlement boundary at Quemerford and adjacent to SHELAA site 1104a. Site could not be developed unless part of a wider development. Low flood risk - entire site is Flood Zone 1 but Flood Zones 2 & 3a are present outside the southwest corner of the site. Few heritage impacts are likely. In landscape terms, the site is remote from the Calne urban area but adjacent to Quemerford and could form part of a larger development with significant landscaping and Green Infrastructure. No justification for rejecting site at this stage. Take forward for further assessment.	✓
3168	Land East of Calne 6						This site is not adjacent to the settlement boundary but is adjacent to other SHELAA sites which are. On its own, the site is remote from the Calne urban edge. Site could only come forward for development in association with adjacent sites 495, 3610, 489, 451 and 488. Only access is via Spitfire Road which is a bridleway (CALW56). More than 50% of the site appears to be in Flood Zones 2 and 3, therefore only the northern part of the site could be developed.	✓

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							Few heritage impacts are likely. In landscape terms, potential impacts on the Area of Outstanding Natural Beauty but there is potential for using some of this site for mitigating the rural / urban edge in combination with other SHELAA sites here. No justification for rejecting site at this stage. Take forward for further assessment.	
3251	Land at Wenhill South						Site is adjacent to the settlement boundary. Low flood risk - entire site is in Flood Zone 1. Potential heritage impacts on the setting of Bowood GI RPG – mitigation may be a constraint. The site has broken views across the valley towards Penhill Farm and a strong planted woodland screen would need to be provided on the western boundary to link into that currently planted on site 709. In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre. No justification for rejecting site at this stage. Take forward for further assessment.	✓
3254	Rookery Farm						Site is adjacent to the settlement boundary and adjacent to new housing development at Marden Farm. Low flood risk - entire site is Flood Zone 1. In heritage terms, no likely impacts. Site is well screened by existing trees and hedgerows, but these features would need to be retained on-site. The retention of these features will likely significantly reduce the number of homes that could be delivered on site. No justification for rejecting site at this stage. Take forward for further assessment.	✓
3311	Land adjacent Fynamore Gardens – Vern Leaze A						Site is adjacent to the settlement boundary and to existing residential development. Low flood risk - entire site is Flood Zone 1. Potential for heritage impacts on the setting	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							of Grade II* listed Vernleaze and the setting of Bowood Grade I Registered Park and Garden; mitigation may be a constraint. Few landscape impacts considered likely. In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre. No justification for rejecting site at this stage. Take forward for further assessment.	
3312	Land west of Vern Leaze – Vern Leaze B						Site is adjacent to the settlement boundary and also to other SHELAA sites. Low flood risk - entire site is Flood Zone 1. In heritage terms, potential impacts on setting of Grade II* listed Vernleaze and setting of Bowood Grade I Registered Park and Garden - mitigation may be a constraint. Existing landscaping would need protection and enhancement to provide suitable screening on this urban / rural edge. In combination with other west of Calne sites, could potentially provide a link road that would reduce traffic impacts in centre. No justification for rejecting site at this stage. Take forward for further assessment.	✓
3453	Land to the South of Marden Farm, Stockley Lane						Site is adjacent to the settlement boundary and adjacent to new housing development at Marden Farm. Potential for some cumulative flood risk impacts. In heritage terms, no likely impacts. In landscape terms, the site is open and exposed to views to the south and development here could significantly affect the context of the North Wessex Downs Area of Outstanding Natural Beauty. However, mitigation may be possible and there could be potential for using this site as mitigation for development to the north using substantial woodland planting. Take site forward.	✓

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
3610	Land off Sandpit Road, Calne (N)	Yellow	Green	Green	Yellow	Green	<p>Site not adjacent to settlement boundary but is adjacent to site 495 which is.</p> <p>Low flood risk - entire site is in Flood Zone 1. In heritage terms, no likely impacts noted. In landscape terms, site will need further assessment of impacts on Area of Outstanding Natural Beauty. Potential for using some of this site to the north and east for mitigating the rural / urban edge in combination with other adjacent sites. As no likely significant impacts noted and site could come forward with other adjacent sites, site to be taken forward for further assessment.</p>	Green ✓
3611	Land off Sandpit Road, Calne (S)	Yellow	Green	Green	Red	Green	<p>Site not adjacent to the settlement boundary but is adjacent to site 3616 which is.</p> <p>Low flood risk - entire site is in Flood Zone 1, but Flood Zone 2/3 present just outside the boundary of site. In heritage terms, no likely impacts noted.</p> <p>The eastern part of this site is in use as a solar farm. However, in landscape terms, there is potential for significant impacts on the setting of the Area of Outstanding Natural Beauty to the east. This is a large, open site that has little connection with the urban area. Considered unlikely that mitigation could significantly reduce impacts on the Area of Outstanding Natural Beauty. There is also a Local Green Space designation (Calne Neighbourhood Plan) located adjacent to the site to the north - Penn Wood Wildlife Area - which could be adversely affected. Do not take site forward due to likelihood of significant landscape impacts.</p>	Red X
3616	Land south of High Penn Track, Calne	Green	Green	Yellow	Yellow	Green	<p>Site is adjacent to the settlement boundary.</p> <p>Low flood risk - entire site is in Flood Zone 1. Some potential heritage impacts as site close to scheduled medieval settlement site at Beversbrook and may be archaeology</p>	Green ✓

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>present. In landscape terms, the site is located adjacent to existing development sites and could form a suitable urban / rural edge, if the north of the site is set out as planted green infrastructure, linking in with the local nature reserve to the east. No justification for rejecting site at this stage. Take forward for further assessment.</p>	
3642	Land south of Low Lane, Calne						<p>Site is adjacent to the settlement boundary and to sites 487 and 1104a. Low flood risk – the entire site is in Flood Zone 1. In heritage terms, the site includes a farmstead with Grade II listed Sands Farmhouse and its surrounding land. The setting has already been compromised by quarrying and landfill on the adjacent land to the east, so the remaining agricultural setting has increased importance. Mitigation may be difficult but is potentially achievable. In landscape terms, there are potential impacts on views from the North Wessex Downs Area of Outstanding Natural Beauty at Cherhill which could potentially be mitigated through planting to the east of the site. No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓
3731	Land north of Low Lane						<p>The site adjoins another SHELAA site that adjoins the settlement boundary. The site is in a peripheral location in terms of accessibility. On its own, the site is remote from urban edge, but could be developed with other adjacent sites. The site is generally low risk in terms of flood risk. The site is closer to the Area of Outstanding Natural Beauty than some other sites therefore may be more sensitive to development. There may be potential for using some of this site for mitigating the</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							rural / urban edge in combination with other surrounding sites here. No justification for rejecting site at this stage. Take forward for further assessment.	
3732	Land at Atwell Wilson Motor Museum						<p>The site adjoins the settlement boundary and is in a peripheral location in terms of accessibility.</p> <p>Large parts of site are at risk from flooding, albeit there is also land of lower risk. The site is closer to the Area of Outstanding Natural Beauty than some other sites therefore may be more sensitive to development. There may be potential for using some of this site for mitigating the rural / urban edge. The site has potential for development to impact on listed buildings/heritage assets in the area. No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓

Of those sites that were taken forward, it was appropriate, in some cases, to combine sites for the purpose of assessment, where this created more sensible or logical land parcels for further consideration.

Sites combined	Reason
495, 3610	The sites abut and have no strong physical barriers between them.
488, 451, 489, 3168, 3731	The sites abut and have no strong physical barriers between them.
3642, 487, 1104a, 1104b, 1104c	The sites abut and have no strong physical barriers between them.
709, 3251, 3312, 3311	The sites abut and have no strong physical barriers between them.

In preparation for Stage 3, the remaining sites were relabelled for ease of understanding, as follows:

Site Number	Site Name	SHELAA reference
1	Land south of High Penn Track	3616

2	Land to north of Spitfire Road / Penn Hill Farm	495, 3610
3	Abberd House Farm Buildings and Land	488, 451, 489, 3168, 3731
4	Land to the north of Quemerford	3642, 487, 1104a, 1104b, 1104c
6	Rookery Farm	3254
7	Land at Wenhill Heights, Wenhill Lane	709, 3251, 3312, 3311
9	Atwell Wilson Motor Museum	3732
10	Land to the south of Marden Farm, Stockley Lane	3453

Stage 3 – Sustainability Appraisal

At Stage 3, each of the remaining sites in the pool of sites (reasonable alternatives) were examined through Sustainability Appraisal, by assessing the likely significant effects of potential development under a set of twelve objectives covering social, economic and environmental considerations. A full explanation of the Sustainability Appraisal methodology is provided in a separate report, which also includes the detailed assessments made for each site¹³.

Sustainability Appraisal enabled sites to be scored by their respective sustainability benefits and disadvantages. It also identified where it may be possible to mitigate adverse effects, as well as measures which could increase the benefits of development. Stage 3 enabled sites to be ranked in order of most sustainable to least sustainable, based on the Sustainability Appraisal criteria used.

The table below shows the Sustainability Appraisal conclusions for the reasonable alternative sites that were assessed. The overall Sustainability Appraisal score is shown in column 3 of the table.

The Sustainability Appraisal weights all ‘objectives’ (shown in the top row, below) equally. There are more environmental objectives than others – scores against this type of objective typically tend to be negative. The overall score resulting from the potential development of greenfield sites generally yield a negative value.

Reasonable alternatives are rejected at Stage 3 where the Sustainability Appraisal concludes that development would result in one or more ‘major adverse effect’ (highlighted in red with a triple negative).

All of the sites assessed through Sustainability Appraisal at Stage 3, were taken forward for further consideration at Stage 4:

- Site 1: Land south of High Penn Track
- Site 2: Land to north of Spitfire Road / Penn Hill Farm

¹³ Wiltshire Local Plan Review Sustainability Appraisal Report Annex 2.3 Calne Strategic Sites Assessment July 2023

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- Site 3: Abberd House Farm Buildings and Land
- Site 4: Land to the north of Quemerford
- Site 6: Rookery Farm
- Site 7: Land at Wenhill Heights, Wenhill Lane
- Site 9: Atwell Wilson Motor Museum
- Site 10: Land to the south of Marden Farm, Stockley Lane

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- Major adverse effect (---) = -3 points (Mitigation unachievable – recommended that site is not considered further)
- Moderate adverse effect (--) = -2 points (Mitigation achievable but problematic)
- Minor adverse effect (-) = -1 point (Mitigation easily achievable)
- Neutral effect (0) = 0 points
- Minor positive effect (+) = +1 point
- Moderate positive effect (++) = +2 points
- Major positive effect (+++) = +3 points

Calne: Table showing summary of assessment scores listed in order of site sustainability performance (More ▢ Less)

SITE	Overall site score (sustainability rank)	SA obj 1 (Biodiversity)	SA obj 2 (Land + soil)	SA obj 3 (Water)	SA obj 4 (Air/poll'n)	SA obj 5 (Climate)	SA obj 6 (Energy)	SA obj 7 (Heritage)	SA obj 8 (Landscape)	SA obj 9 (Housing)	SA obj 10 (Inc comms)	SA obj 11 (Transport)	SA obj 12 (Economic)
Site 2	-4 (1 st)	-	--	--	--	-	0	-	--	+++	+++	--	+++
Site 3	-5 (2 nd)	-	--	--	--	--	0	-	--	+++	+++	--	+++
Site 1	-6 (=3 rd)	-	-	-	--	-	0	--	-	+	++	-	+
Site 4	-6 (=3 rd)	--	--	--	--	-	0	--	--	+++	+++	--	+++
Site 7	-7 (=5 th)	-	-	--	--	-	0	--	--	++	++	--	++
Site 10	-7 (=5 th)	-	-	--	--	-	0	-	--	++	++	--	+
Site 6	-8 (7 th)	--	-	-	-	--	0	-	-	+	+	-	0

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SITE	Overall site score (sustainability rank)	SA obj 1 (Biodiversity)	SA obj 2 (Land + soil)	SA obj 3 (Water)	SA obj 4 (Air/poll'n)	SA obj 5 (Climate)	SA obj 6 (Energy)	SA obj 7 (Heritage)	SA obj 8 (Landscape)	SA obj 9 (Housing)	SA obj 10 (Inc comms)	SA obj 11 (Transport)	SA obj 12 (Economic)
Site 9	-10 (8 th)	--	--	--	--	--	0	--	--	++	++	--	++

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Stage 4 – Selection of Sites

Stage 4 enabled the results of the Sustainability Appraisal outcome to be qualitatively examined by consideration of sites in terms of their capability of supporting the Local Plan’s objectives for each community – in particular, the identified ‘Place Shaping Priorities that are listed in Section 2 of this report. Stage 4 also provides discussion and analysis of the scale of growth that would be required to be drawn from the pool of the most sustainable site options, in or to meet the identified housing and employments needs for the settlement.

The outcome of Stage 4 refined the results of the Stage 3 Sustainability Appraisal and identified preferred sites that are more sustainable and support the Local Plan objectives.

The sites were evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). This enabled decisions to be made between sites options where Stage 3 outcomes were finely balanced.

The SWOT assessment concluded the following outcomes for each site and Place Shaping Priority:

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

Broad proposals were then developed for each of the preferred sites. Proposed uses were identified, including the infrastructure and mitigation necessary to enable development to proceed.

At Calne, all eight sites that were assessed at Stage 3 were assessed at Stage 4 against the Place Shaping Priorities, which is set out in the following table:

Table 4 Place Shaping Priorities Assessment

Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
Site 1	Strength	Neutral	Neutral	Neutral	Strength	Strength	Neutral
	<p>This smaller site could meet some of the residual housing requirement for Calne whilst preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas</p>	<p>Given the size of this site, a mixed-use development to include employment is considered unlikely.</p>	<p>This site is approx. 1.75km from the town centre and therefore not within a reasonable walking and cycling distance. The nearest bus stop with regular services (Stagecoach West 55) to the town centre is within approx. 200m of the site. The site could provide for sufficient community infrastructure through S106 and/or CIL payments but is unlikely to provide such facilities on site.</p>	<p>Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.</p>	<p>Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.</p>	<p>The town centre is approx. 1.75km from the site. Although the site may not provide many direct regeneration benefits, residents would be able to easily access the town centre through sustainable transport modes from here which would help to increase footfall/patronage and vibrancy.</p>	<p>This site is approx. 1.75km from the town centre and therefore not within a reasonable walking and cycling distance. It is considered that development of this relatively small site would not help provide new and improved bus routes and pedestrian and cycling routes in the town.</p>

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
Site 2	Strength	Strength	Strength	Neutral	Strength	Strength	Strength
	The residual housing requirement for Calne could be met on this site, including potentially some other mixed-uses, whilst preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas	This site is large enough to potentially incorporate some employment uses and other community facilities. Development would not prejudice the protection of other existing employment areas	This site is within a reasonable walking and cycling distance from the town centre (approx. 1km). The nearest bus stop with regular services (Stagecoach West 55) to the town centre is within approx. 220m of the site. It is considered that the site is reasonably well connected to the town centre. The site could provide for sufficient community infrastructure through S106 and/or CIL payments and is large enough for some facilities to	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	The town centre is approx. 1km from the site. Although the site may not provide many direct regeneration benefits, residents would be able to easily access the town centre through sustainable transport modes from here which would help to increase footfall/patronage and vibrancy.	This site is within a reasonable walking and cycling distance from the town centre (approx. 1km) and bus stops are in reasonable proximity (approx. 220m). Development in this location is in close proximity to a range of employment at Porte Marsh Industrial Estate and would increase the viability of a potential new bus route from Oxford Rd, along Sand Pit Rd/Prince Charles Drive/Abberd Way and back to the town centre.

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
			potentially be provided on site.				
Site 3	Strength	Strength	Strength	Neutral	Strength	Strength	Strength
	This smaller site could meet some of the residual housing requirement for Calne whilst preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas	This site is large enough to potentially incorporate some employment uses and other community facilities. Development would not prejudice the protection of other existing employment areas	This site is within a reasonable walking and cycling distance from the town centre (approx. 1km). The nearest bus stop with regular services (Stagecoach West 55) to the town centre is within approx. 600m of the site. It is considered that the site is reasonably well connected to the town centre. The site could provide for sufficient community infrastructure through S106 and/or CIL payments and is	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	The town centre is approx. 1km from the site and it is considered that the site is reasonably well connected to the town centre. Although the site may not provide many direct regeneration benefits, residents would be able to easily access the town centre through sustainable transport modes from here which would help to increase footfall/patronage and vibrancy.	This site is within a reasonable walking and cycling distance from the town centre (approx. 1km) and bus stops are in reasonable proximity (approx. 600m). Development in this location is in reasonable proximity to a range of employment at Porte Marsh Industrial Estate and would increase the viability of a potential new bus route from Oxford Rd, along Sand Pit Rd/Prince Charles Drive/Abberd Way

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
			large enough for some facilities to potentially be provided on site.				and back to the town centre.
Site 4	Strength	Strength	Neutral	Weakness	Strength	Strength	Strength
	The residual housing requirement for Calne could be met on this site, including potentially some other mixed-uses, whilst preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas	This site is large enough to potentially incorporate some employment uses and other community facilities. Development would not prejudice the protection of other existing employment areas	The far western part of this large site is within a reasonable (approx. 1km) walking and cycling distance from the town centre. However, other parts of the site are between 2-3km away which is not reasonable. The nearest bus stops to this site are along the A4 and not very accessible from most of the site. It is considered that the site as a whole is not particularly well connected to the town centre given	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre. Instead, given the size of the site, distances from much of the site to the town centre and poor accessibility to bus routes, it is	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	It is considered that the site as a whole is not particularly well connected to the town centre given distances and poor access to bus routes. However, this is a large site with a capacity for a significant number of dwellings. Although the site may not provide many direct regeneration benefits, residents are likely to use town centre services, facilities and amenities, increasing footfall/	It is considered that the site as a whole is not particularly well connected to the town centre by sustainable transport modes. However, this is a large site with a capacity for a significant number of dwellings which could allow for the delivery of new sustainable transport routes from the east of Calne to the town centre.

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
			distances and poor access to bus routes. The site could provide for sufficient community infrastructure through S106 and/or CIL payments and is large enough for some facilities to potentially be provided on site.	likely to significantly add to traffic volumes on local roads that could worsen the issue of town centre air quality.		patronage and increasing vibrancy and viability.	
Site 6	Strength	Neutral	Neutral	Neutral	Strength	Neutral	Neutral
	This small site could meet a small proportion of the residual housing requirement for Calne whilst preserving the special market town feel of the town, including its	Given the size of this site, a mixed-use development to include employment is considered unlikely.	This site is approx. 2.2km from the town centre and therefore not within a reasonable walking and cycling distance. The nearest bus stop with regular services (Stagecoach West 43) to the town	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no	Development of this small site is considered likely to have negligible effects on town centre regeneration.	Development of this small site is not considered likely to be able to provide new and improved bus routes and pedestrian and cycling routes in the town for viability reasons and is not within a

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
	heritage and landscape qualities, and considering any impacts on the surrounding rural areas		centre is approx. 470m from the site. It is considered that the site is not particularly well connected to the town centre. The site could provide for sufficient community infrastructure through S106 and/or CIL payments but is unlikely to provide such facilities on site.	quality in the town centre. But it is not considered likely to significantly worsen the current situation.	details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.		reasonable walking and cycling distance of the town centre.
Site 7	Strength	Strength	Strength	Neutral	Strength	Strength	Neutral
	The residual housing requirement for Calne could be met on this site, including potentially some other mixed-uses, whilst preserving	This site is large enough to potentially incorporate some employment uses and other community facilities.	This site is within a reasonable walking and cycling distance from the town centre (approx. 800m). The nearest bus stop with regular services (Stagecoach West	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and	The town centre is approx. 800m from the site and considered to be reasonably well connected to the town centre. Although the site may not provide	This site is approx. 800m from the town centre and is reasonably well connected to the town centre by sustainable transport modes.

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
	the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas	Development would not prejudice the protection of other existing employment areas	43 and Faresaver 33) to the town centre is within approx. 200m of the site. It is considered that the site is reasonably well connected to the town centre. The site could provide for sufficient community infrastructure through S106 and/or CIL payments and is large enough for some facilities to potentially be provided on site.	congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.	function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	many direct regeneration benefits, residents would be able to easily access the town centre through sustainable transport modes from here which would help to increase footfall/ patronage and vibrancy.	However, it is not considered likely that development will help provide new and improved bus routes and pedestrian and cycling routes in the town.
Site 9	Strength	Strength	Neutral	Neutral	Strength	Strength	Neutral
	The residual housing requirement for Calne could potentially be met on this site whilst	This site is large enough to potentially incorporate some employment uses and other	This site is approx. 1.8km from the town centre and therefore not within a reasonable walking and cycling	Development of this site is not considered likely to ensure infrastructure improvements	Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing	The town centre is approx. 1.8km from the site. It is considered that the site is not particularly well	This site is approx. 1.8km from the town centre and therefore not within a reasonable walking and cycling

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
	preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas	community facilities. Development would not prejudice the protection of other existing employment areas	distance. The nearest bus stop with regular services (Stagecoach West 43) to the town centre is within approx. 50m of the site. It is considered that the site is not particularly well connected to the town centre by sustainable transport modes. The site could provide for sufficient community infrastructure through S106 and/or CIL payments and could potentially provide some facilities on site.	to the local road network that will reduce traffic congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.	buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	connected to the town centre by sustainable transport modes. However, although the site may not provide many direct regeneration benefits, residents are likely to use town centre services, facilities and amenities, increasing footfall/ patronage and increasing vibrancy and viability.	distance. It is considered that development of this site would not help provide new and improved bus routes and pedestrian and cycling routes in the town.
Site 10	Strength	Neutral	Neutral	Neutral	Strength	Strength	Neutral

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
	<p>This smaller site could meet some of the residual housing requirement for Calne whilst preserving the special market town feel of the town, including its heritage and landscape qualities, and considering any impacts on the surrounding rural areas</p>	<p>Given the size of this site, a mixed-use development to include employment is considered unlikely.</p>	<p>This site is approx. 2km from the town centre and therefore not within a reasonable walking and cycling distance. The nearest bus stop with regular services (Stagecoach West 43) to the town centre is within approx. 300m of the site. It is considered that the site is not particularly well connected to the town centre by sustainable transport modes. The site could provide for sufficient community infrastructure through S106 and/or CIL payments but is</p>	<p>Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and improve air quality in the town centre. But it is not considered likely to significantly worsen the current situation.</p>	<p>Calne Town Council declared a climate emergency in 2019. They expect to see that all new building and conversions of existing buildings are designed to reduce emissions of greenhouse gases and function in a changing climate. There are no details, currently, about how this site would be developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.</p>	<p>The town centre is approx. 2km from the site. It is considered that the site is not particularly well connected to the town centre by sustainable transport modes. However, although the site may not provide many direct regeneration benefits, residents are likely to use town centre services, facilities and amenities, increasing footfall/ patronage and increasing vibrancy and viability.</p>	<p>This site is approx. 2km from the town centre and therefore not within a reasonable walking and cycling distance. It is considered that development of this relatively small site would not help provide new and improved bus routes and pedestrian and cycling routes in the town.</p>

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Site	PSP1 Housing needs	PSP2 Employment land	PSP3 Sustainable communities	PSP4 Transport	PSP5 Calne Town Council Climate and Environmental Emergency Pledge	PSP6 Town Centre regeneration	PSP7 Sustainable transport
			unlikely to provide such facilities on site.				

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Summary

Site	Stage 4 ranking	SA ranking of site	PSP1 Employ	PSP 2 TC	PSP 3	PSP 4	PSp 5	PSP 6	PSP 7	Change from SA ranking
1	5 th (joint)	3 rd	✓	-	-	-	✓	✓	-	↓
2	1 st (joint)	1 st	✓	✓	✓	-	✓	✓	✓	→←
3	1 st (joint)	2 nd	✓	✓	✓	-	✓	✓	✓	↑
4	7 th	4 th	✓	✓	-	x	✓	✓	✓	↓
6	8 th	7 th	✓	-	-	-	✓	-	-	↑
7	3 rd	5 th	✓	✓	✓	-	✓	✓	-	↓
9	4 th	10 th	✓	✓	-	-	✓	✓	-	↑
10	5 th (joint)	6 th	✓	-	-	-	✓	✓	-	↑

The outcome of Stage 4 of the site selection process for Calne is summarised under the 'What development is proposed' section earlier in this paper; concluding that two sites emerged as the preferred sites, Site 2: Land to the north of Spitfire Road and part of Site 3: Land off Spitfire Road.

The maps below illustrate the outcome of the site selection process (Stages 1-4) at Calne.

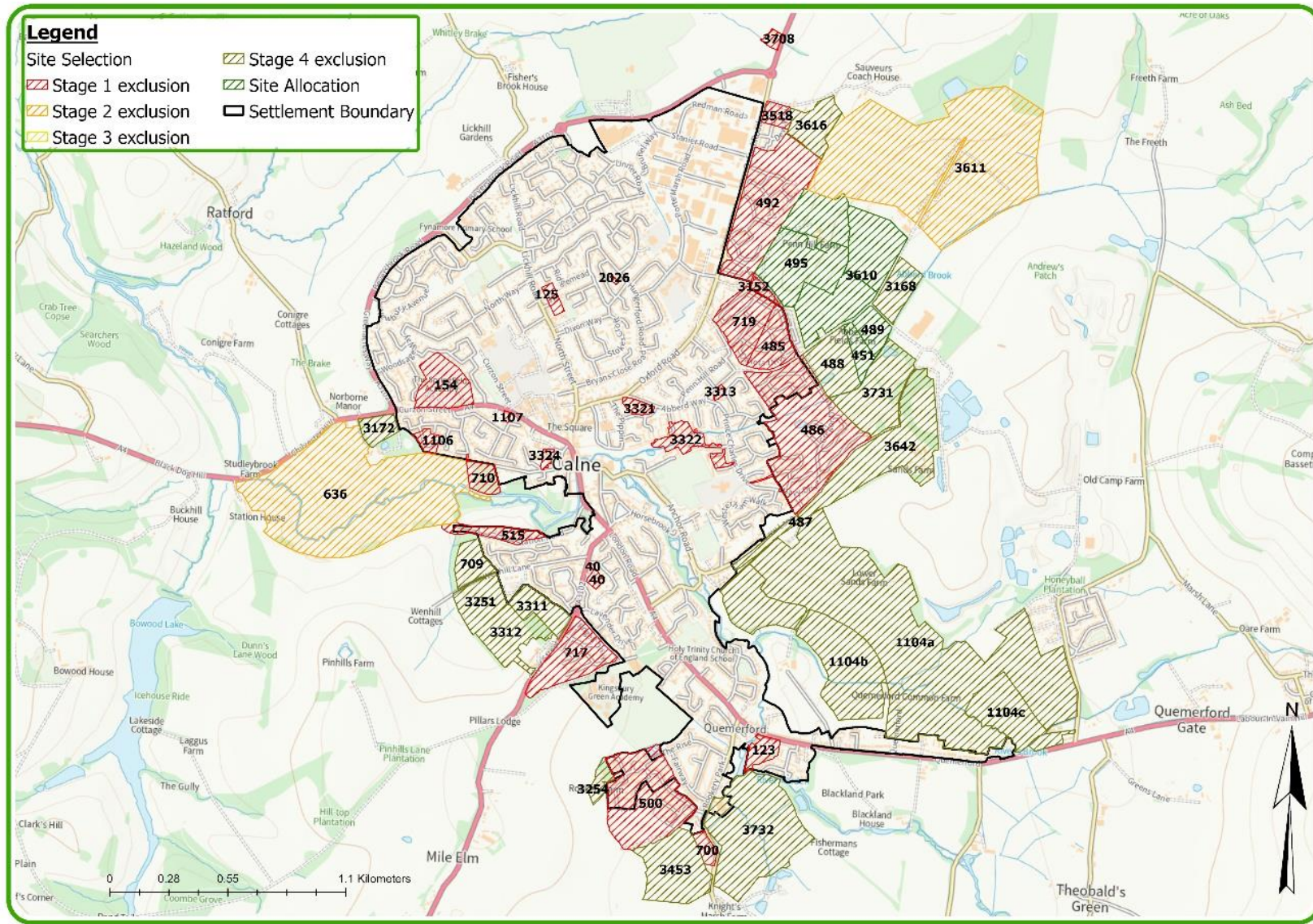


Figure 9: The results of the site selection process at Calne