Responses to Question 10 – Calne Community Area - Core Policy 10
<table>
<thead>
<tr>
<th>ID</th>
<th>Comments</th>
<th>Cross Reference</th>
<th>Officer Comments</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>61</td>
<td>Propose the following addition to para 5.6.4 ‘Specific Issues to be addressed for the Calne Community Area’. The delivery of a proposed leisure campus in Calne will provide enhanced community facilities in the town centre and help to strengthen the overall offer of the town. Reason: That Corsham which is of a comparable population size has this specific issue included. Why should Calne not be similarly included especially when the demand is there.</td>
<td></td>
<td>There are early stage proposals for ‘campus’ style development of community facilities in Calne. Agree that these should be included in the core strategy text.</td>
<td>Campus</td>
</tr>
<tr>
<td>144</td>
<td>Within para 5.6.4 the North Wessex Downs AONB request that reference is made to setting issues because of the AONB being located to the south and east of the town as correctly shown on the related 5.9 map. Therefore, although Calne itself lies outside the AONB there are long distance views towards it from the hills of the AONB, so consideration still needs to be taken as to potential impact on the setting of the AONB. Further guidance is provided in the North Wessex Downs AONB Management Plan 2009-2014 and the Position Statement on &quot;Setting&quot; 2011.</td>
<td></td>
<td>Noted that reference should be made to taking account of the setting of the North Wessex Downs AONB. It is considered that the adequate protection of the AONB can be achieved through core policy 34 - Landscape. A number of core policies are also contained within the consultation document which seeks to protect and enhance the natural environment (SO5). Core policy 33 states that sustainable development will avoid any direct and indirect impacts upon local sites.</td>
<td>Natural environment</td>
</tr>
<tr>
<td>549</td>
<td>We have noted in our comments on CP1 that we consider that the levels of residential growth proposed for the community areas should be accommodated in the principal settlements and Local Service Centres. Within this community area, that means Calne. We have also previously noted in our comments in respect of policy CP2 that there is an inconsistency in identifying Calne as a location suitable for strategic employment growth, but then severely limiting the overall scale of residential growth proposed. We note that the proposed average annual level of residential development, (less completions and commitments) for the whole of the Calne Community Area amounts to approximately 23 additional dwellings per annum over the plan period. This compares to average annual completions over the last 4 years, (ignoring any planning permissions granted in the period) of approximately 118 dwellings. It should also be borne in mind that the last four years has been a period significantly affected by the recession. We question whether this dramatic reduction in the planned level of residential growth is sound, (i.e. not justified, effective or consistent with national policy). We propose that as a minimum (and for reasons previously stated), the whole of the identified housing requirement should be steered towards Calne and that this figure should be identified as the minimum level of residential growth that is required. We further propose the policy makes clear that further residential development could be provided within the villages and that these sites could be identified in community led plans. The Core Strategy could potentially provide a guide to the scale of any such development so that unsustainably large sites are not advanced.</td>
<td>SO3 CP1 CP2</td>
<td>Topic paper 17 sets out the progress made in determining an appropriate requirement and distribution of housing for Wiltshire from 2006 to 2026 to inform the draft Wiltshire Core Strategy. This process considers the strategic objectives for the county as well as taking into account local factors and aspirations for growth identified through community consultation. Core Policy 2 states that in addition to strategic sites, non-strategic allocations will need to be brought forward to deliver the jobs and homes proposed. Community led neighbourhood plans, or another planning mechanism, will identify specific sites to deliver this growth within the plan period.</td>
<td>Housing numbers Non-strategic sites</td>
</tr>
<tr>
<td>654</td>
<td>Replace last sentence with “Development should be phased so jobs will be delivered before any more housing is permitted.” Reason: To address the imbalance which is causing a lot of commuting. The number of jobs needs to be set out in the Policy. Energy needs to be provided.</td>
<td></td>
<td>Comments noted – rewording suggestions will be considered.</td>
<td>Phasing</td>
</tr>
<tr>
<td>830</td>
<td>The proposed additional housing for the Calne community area seem reasonable to me and is, I believe, a fair allocation to help meet strategic objective 3 of providing in Wiltshire a further 37,000 new homes up to 2026. However, the plan should be more specific about how to enhance the vitality and viability of Calne town centre, in line with strategic objective 7. I believe that Calne has a particular issue here, with many residents in the developments around the centre of Calne going elsewhere for their shopping and entertainment. I think that future additional housing on the outskirts should only be allowed after the town centre has been further developed, and not before as the spatial strategy seems to imply.</td>
<td>SO7</td>
<td>Comments noted – it is considered that the allocation of a balance of homes and jobs will go some way to enhancing the vitality and viability of the town centre. Further consideration will be given strengthening the town centre through the neighbourhood planning process in Calne.</td>
<td>Town centre</td>
</tr>
<tr>
<td>860</td>
<td>Infrastructure: To support Leisure &amp; Tourism and Green Infrastructure restoration of the Wilts &amp; Berks Canal (Mainline &amp; Caline Branch)</td>
<td></td>
<td>Noted that support should be given for the restoration of canals – consideration will be given to developing a core policy on canal restoration.</td>
<td>Canals</td>
</tr>
<tr>
<td>ID</td>
<td>Comments</td>
<td>Cross Reference</td>
<td>Officer Comments</td>
<td>Issue</td>
</tr>
<tr>
<td>----</td>
<td>----------</td>
<td>----------------</td>
<td>------------------</td>
<td>-------</td>
</tr>
<tr>
<td>877</td>
<td>The Calne Community Area Spatial Strategy set out in Core Policy 10 identifies a requirement for 1,380 new homes, of which 1,240 should be delivered at Calne with no strategic allocations. Whilst the decision to not identify any strategic allocations is supported and it is considered that a range of smaller non-strategic sites are a more appropriate option for Calne, the proposed housing numbers for the area are not considered to be appropriate. Firstly, it is not clear how the housing target has been set, since the methodology for defining the boundaries for the community area is not clear and in relation to the community area boundary appear to be entirely arbitrary and not based on any planning considerations. Therefore, it is considered that both the community area boundary and the housing delivery target are not based on robust assessments. Secondly the housing targets are insufficiently flexible and should include an additional allowance for Calne where there is a shortfall in delivery at the Principal Settlements. It is considered that the overly restrictive approach being adopted by Wiltshire is likely to result in a shortfall of housing delivery. Furthermore, it is considered that Calne is able to accommodate more development than has been allowed for, particularly in sustainable locations well related to the town centre as this will attract new employment and retail uses that will in turn achieve a greater level of self containment for Calne which is the overarching aim. Sites such as Silver Street and Wenhill Heights in Calne are available now to deliver non-strategic levels of new housing delivery as well as meeting other strategic requirements such as the provision of affordable housing and the potential for community benefits such as public open space and community facilities. Moreover, these sites have been discussed with the Town Council who are broadly in support of development of these sites. Whilst it is accepted that the Core Strategy is not a mechanism to identify and allocated non-strategic sites, this demonstrates that there are readily available, deliverable and sustainable sites in Calne. It is considered that his strengthens the need for greater flexibility. In relation to specific permitted sites, the Community Area Strategy places reliance on the delivery of 285 dwellings at the Sandpit Lane site in Calne. Whilst it is accepted that this site has achieved outline planning permission and a subsequent reserved matters consent, the recent appeal decision related to Brynards Hill in Wooltton Bassett demonstrated that there are some delivery issues associated with this site resulting from a change in ownership and there is therefore likely to be a significant delay in delivery of the full scheme. As such it is considered that Wiltshire should take account of this recognised delay and allow for other schemes to come forward in the short term to meet the shortfall.</td>
<td>SO3CP2</td>
<td>Topic paper 17 paper sets out the progress made in determining an appropriate requirement and distribution of housing for Wiltshire from 2006 to 2026 to inform the draft Wiltshire Core Strategy. This process considers the strategic objectives for the county as well as taking into account local factors and aspirations for growth identified through community consultation. Core Policy 2 states that in addition to strategic sites, non strategic allocations will need to be brought forward to deliver the jobs and homes proposed. Community led neighbourhood plans, or another planning mechanism, will identify specific sites to deliver this growth within the plan period.</td>
<td>Housing numbers Non-strategic sites</td>
</tr>
<tr>
<td>1026</td>
<td>There is no mention in the Core Policy of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Any development must have due regard to the AONB, including an assessment of the likely impact of proposed development on the AONB. There is no mention in the Core Policy (or any of the text on Calne) of the need to ensure that any development protects and enhances the natural environment. We are aware of existing objections to the Sandpit Lane development on the basisof the impact on wildlife, highlighting the need for robust policies to protect Calne’s nature environment. The nature reserve at High Penn is also likely to be affected by development of housing and employment land nearby and we would like to see this mentioned in the Core Policy, with a commitment to protect and enhance this and any other valuable sites, species and habitats.</td>
<td>SO5 CP34</td>
<td>Noted that reference should be made to taking account of the setting of the North Wessex Downs AONB. It is considered that the adequate protection of the AONB can be achieved through core policy 34 - Landscape. A number of core policies are also contained within the consultation document which seeks to protect and enhance the natural environment (SO5). Core policy 33 states that sustainable development will avoid any direct and indirect impacts upon local sites.</td>
<td>Natural environment</td>
</tr>
<tr>
<td>1093</td>
<td>Calne. Reference should be made in the text (as shown on the map) of the existence of the AONB and particular issues relating to development within its setting.</td>
<td>SO5 CP34</td>
<td>Reference should be made to taking account of the setting of the North Wessex Downs AONB. It is considered that the adequate protection of the AONB can be achieved through core policy 34 - Landscape. A number of core policies are also contained within the consultation document which seeks to protect and enhance the natural environment (SO5). Core policy 33 states that sustainable development will avoid any direct and indirect impacts upon local sites.</td>
<td>Natural environment</td>
</tr>
</tbody>
</table>
In relation to development in the Calne area, I note that Derry Hill and Studley are designated Large Villages. From previous experience, it is to be expected that the bulk of the 140 homes outside of Calne will be located here, despite the wording ‘limited’ being used, and the intention being for ‘minor infill’. I think the wording in the policy should be a lot tighter than it is to prevent yet another large tranche of land being sold off and developed for the Bowood Estate. Also, how is the emerging Government Policy of ‘a presumption of development being allowed’ to be controlled, when it seems that it flies in the face of your current efforts to constrain?

To place in operation a one way system on Oxford Road (b3102) and William Street. That the one way system will be North bound on both roads, i.e. William street through traffic to Portmarsh. Oxford Road, through traffic to Hilmarton. That the system would allow for buses and taxis to travel both ways through these systems. This would be in conjunction with a new bridge/strengthened bridge to cross the River Marden from Church Street to Market area. This bridge to serve as the only access for the deliveries to the supermarkets, (including Iceland (thus eliminating use of estate roads as short cuts)) The market area to be made into a bus and coach stop, thus eliminating the congestion caused on the A4 by buses and coaches stacked at times on both sides of the road doing pick-ups. (touch screen timetables and hotel accommodation to be included; and CCTV). Traffic filtering on Lickhill Road (to prevent being used as rat run) at least two “Give way to oncomming traffic restrictions” Make all housing estates and Oxford Road, restricted weight limits Benefits Reduced through traffic on Oxford Road/The Square/Curzon Street, also no supermarket delivery traffic. As the access on William street is towards the trading estate employees can buy sandwiches etc.; on way to work, but would have to use bypass to travel home. This would make people from the East of town use the bypass to go home not the Oxford Road. (again reducing traffic pressure on the square) The Bus station and supermarket access bridge will reduce congestion on A4 by removing all bus stops in town centre and all supermarket deliveries would be direct from A4, this bridge would have no public access. Reduced road maintenance costs on Pippin, Oxford Road, The Square, and estate roads. A central point for all bus & coach services, including the “Connect services” This system would affect the minimum of homes on Oxford road above the restriction, but greatly benefit the town in general. Please see in conjunction with attached map.

Table 1 Town 2006 Total Dwellings Housing requirement Growth % 2006-26 Community Area % Population 2006-26 Amesbury 8161 2100 25.7 15.7 Bradford-upon-Avon 4396 510 11.6 11.3 Calne 6914 1240 17.9 22.2 Corsham 4015 1050 26.2 19.0 Devizes 7381 1730 23.4 11.7 Malmesbury 8309 1730 21.3 19.0 Marlborough 3020 900 30.0 21.3 Mere 3190 800 25.4 11.7 Minchinhampton 2264 600 26.6 11.7 Nadder Valley 2162 540 25.2 11.7 Pewsey Vale 2850 700 24.2 13.7 Philiphaugh 459 120 25.9 11.7 Polebrook 1044 260 25.0 11.7 Romsey 6796 1740 25.7 15.7 South Cerney 1270 320 25.4 11.7 Staverton 1026 260 25.0 11.7 Tisbury 1608 420 26.2 11.7 Wiltshire 10000 2500 25.0 11.7 From Table 1 above it can be seen that the proposed Housing Delivery for Calne town does not provide the ‘locally significant development’ demanded by Core Policy 1. There seem to be fewer infrastructure and environmental constraints than those affecting other Market Towns. The projected growth of 17.9% in the Plan Period (1,240 in addition to 6,914 dwellings in 2006) is low and is less than the projected population increase of the Community Area (20,120 estimated in 2006 to 24,580 projected in 2026). Noted comment that the level of housing provision in Calne is too low and does not reflect its unconstrained nature. Details of the calculation of the housing figures by community area can be found in Topic paper 17.
### Comments

**1819**

Additional land should be identified at Calne to meet housing needs (see objection to Core Policy 2). Furthermore deferring the identification of "non strategic sites" to Community led Development Plans or a subsequent development plan document will not aid delivery particularly in respect of the market towns including Calne which are to be the focus of "locally significant development" (Core Policy 1). It is considered at the very least directions of growth should be identified. Considerable evidence exists, including the work undertaken in connection with the Wiltshire 2026 Consultation and the responses thereto which would enable directions of growth to be identified. In this context land to the east of Calne, a possible disposition of which is, shown on the Plan below, is a suitable direction for future growth which in the longer term could provide for an eastern relief road that would ultimately alleviate traffic in the town. Depending on the eventual number of dwellings required this development could be phased as shown. See Attached

**2024**

We have identified the following changes: Due to significant housing development in the town over the past decades and the failure of this to lead to any economic stimulus contributing to significant town regeneration, there is a severe imbalance between the two. Any housing remainder should be focussed towards the end of the development plan period when economic growth can be shown to deliver local jobs. Calne needs to assimilate the development it has received, resolve its road infrastructure challenges and see a revitalised town centre before considering any further growth

**2132**

We note and support the findings of the Core Strategy that additional convenience retail floorspace is required in Calne. The delivery of additional convenience retail floorspace will contribute to the sustainable growth of the town. The Core Strategy suggests that this floorspace should be directed towards the central area of the town, but does not identify any suitable opportunities for development. The need for additional convenience retail floorspace should reflect the aims of PPS4. Policy EC1.4 of PPS4 states that ‘when assessing the need for retail and leisure development local planning authorities should take account of both the quantitative and qualitative need for additional floorspace for different types of retail and leisure developments’ (our emphasis). Part (d) of Policy EC1.4 provides further clarification on assessing qualitative need, and states that Local Planning authorities should: 1. ‘assess whether there is provision and distribution of shopping, leisure and local services which allow genuine choice to meet the needs of the whole community, particularly those living in deprived areas, in light of the objective to promote the vitality and viability of town centres and the application of the sequential approach’ ii. take into account the degree to which shops may be overtrading and whether there is a need to increase competition and retail mix’ We also consider that there is a qualitative need for additional convenience floorspace in Calne and in order for the draft Core Strategy to accurately reflect current national planning policy guidance in this respect, the qualitative need in the town should also be recognised in policy.

**2147**

Core Policy 10 should include a strategic site at Calne for the following reasons: 1. Infrastructure and Employment The Wiltshire 2026 consultation, published in October 2009, proposed a strategic allocation to the northeast of Calne and the local authority has not adequately demonstrated why this has now been deleted. According to the Technical Paper (June 2011) there are concerns about the rate of growth in the town without corresponding delivery of employment and infrastructure. This is insufficient justification. There is no reason why the town could not accommodate a higher level of growth in the middle half of the plan period (i.e. 2013-16) rather than in the last ten years. There is a pressing need for new homes and the provision of new employment (at Porte Marsh Industrial Estate and an allocation of 3.2 hectares which should not be used to restrict housing delivery. In terms of infrastructure, the town has a range of services and facilities and there is no justification for restricting growth for this reason. Indeed, there are key benefits for including a strategic site. The Sandpit Road scheme lies within the previously identified strategic site and now has planning permission. This development will make a substantial contribution towards local infrastructure (including public transport, education, etc) and including a strategic site will enable contributions to be pooled. Otherwise, there will be a substantial gap between

### Cross Reference

<table>
<thead>
<tr>
<th>ID</th>
<th>Cross Reference</th>
<th>Officer Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1819</td>
<td>CP1 CP2</td>
<td>The Core Strategy can only allocate 'strategic sites'. Core Policy 2 states that in addition to strategic sites, non strategic allocations will need to be brought forward to deliver the jobs and homes proposed. Community led neighbourhood plans, or a subsequent planning mechanism, will identify specific sites to deliver this growth within the plan period. Noted comment that it would be helpful if a direction of growth could be proposed for the town. In the Core Strategy the directions of growth identified are the market towns themselves. This enables the local community to influence where future non-strategic growth will occur.</td>
</tr>
<tr>
<td>2024</td>
<td></td>
<td>Noted – further work will be carried out to identify non-strategic sites in Calne through the neighbourhood planning process or another planning mechanism. The identification of sites through these processes should enable the delivery of balanced growth.</td>
</tr>
<tr>
<td>2132</td>
<td>SO7 CP41</td>
<td>Noted support for additional convenience retail in Calne. Noted comment that 'qualitative need' should be taken into account when assessing retail need.</td>
</tr>
<tr>
<td>2147</td>
<td>CP2TP14</td>
<td>Noted comment that a strategic site should be allocated in Calne. PPS12 stipulates that the Core Strategy can only allocate strategic sites. A review of the Wiltshire 2026 sites was carried out to ensure they were truly strategic. The outcomes of this are found in topic paper 14. The remainder of the site in Calne proposed in the Wiltshire 2026 consultation was not considered to be strategic in nature.</td>
</tr>
<tr>
<td>ID</td>
<td>Comments</td>
<td>Cross Reference</td>
</tr>
<tr>
<td>----</td>
<td>----------</td>
<td>-----------------</td>
</tr>
<tr>
<td>2298</td>
<td>payments on this site and those derived from the Oxford Road site which would otherwise be allocated in the Site Allocations DPD. This is unlikely to materialise until 2015/16 with a planning application taking another year or so. Work on the Sandpit Road site is likely to start very soon. 2. Delivery The Core Strategy is too cautious regarding growth. Recent Government statements and the emerging NPPF makes it clear that the Government’s key housing objective is to increase significantly the deliver of new homes. A strategic allocation would also make an important contribution towards rectifying the existing 5 year housing land supply shortfall (as acknowledged by the Sandpit Road Appeal Decision). 3. Practicalities Part of the proposed allocation is now a commitment by virtue of the Sandpit Road appeal. The whole strategic site, including land adjoining Oxford Road, should therefore continue to be allocated to secure delivery of up to 500 dwellings. There will also be certain practical benefits in providing a strategic site. As already mentioned, obligations can be pooled and delivered in a timely manner. A larger strategic site will increase the viability of any improved bus services and links with the town centre. Core Policy 10 should be amended to include a strategic allocation of 500 homes to the northeast of Caine, covering the area set out in the Wiltshire 2026 report. The Sandpit Lane site will deliver 295 homes, leaving 215 dwellings to be built on the remaining area. The Oxford Road site can deliver nearly all of these homes (around 200 dwellings).</td>
<td></td>
</tr>
<tr>
<td>2160</td>
<td>Question 10 - Calne Community Area (Core Policy 10) The River Marden runs through the centre of Calne, but has not been mentioned, this will need to be considered when development is being planned for the town centre and should be mentioned in the document.</td>
<td></td>
</tr>
<tr>
<td>2298</td>
<td>On the whole Calne Town Council are happy with the revised core strategy. It was clearly noted and applauded that previous observations had been taken into account in the revision, specifically the removal of ‘preferred designated development sites’. However there are still things that have not been covered by the Town Council’s original response and with changes in government legislation it is possible that more have arisen. “Core Policy 2: Porte Marsh Industrial Estate and Station Road Industrial Estate”, Station Road is no longer an industrial estate. The future for RAF Lyneham was not addressed comprehensively, however since the consultation began a decision has been made that it will be retained by the military for training. Therefore any impact upon Calne and the surrounding area not just in terms of job losses but there is still the potential for a huge increase in available housing in the area. There is a need to prevent development of any windfall development and what this could realise in 15-20 years. Assurance is needed that funding will be put aside to improve infrastructure. The descriptions on how the community area will change does not fully reflect the feelings of Calne Town Council and does not relate to the councils policies, this is to &quot;consolidate and improve existing facilities and infrastructure before agreeing any new development&quot;. (IPD) Core Strategy: - Traffic demand management scheme for Calne Town Centre and improved public transport provision to increase accessibility - Ambulance standby point in a central location within the town Additional infrastructure requirements: - Improve Traffic Congestion - More Cycle Routes (connections for Schools) - Economic Development, improved retail base - Town Centre Regeneration - Completion of their regeneration of Calne’s town centre can be achieved by the development to the land at the rear of Lloyds Bank. The proposed redevelopment plans have been placed on hold forth foreseeable future, mainly due to the fact that the obligation placed upon the developer to include a high degree of affordable housing. It is fair to say that Calne already accommodates a higher than average amount of affordable housing in the town centre. Therefore the Town Council would welcome a development of high quality, private, town centre homes. This it is believed would make the development of the area a viable proposition to the developer and Calne could have its town centre regeneration completed and promote a kick start for further economic development. Bearing in mind that the Curzon Park (Longbarrow Road) development got through on appeal, on the basis that there was already a huge density of private dwellings adjacent to the proposed development site which allowed for a new development of 100% affordable homes. The Town Council believe this argument should be used again to work the other way and that it is a fair observation which has to be given serious consideration. - Parking The increased charges on Wiltshire Council car parks have been detrimental to Calne town centre. The huge price increase in Church Street car park has rendered it useless and has pushed parking into already congested side streets. It has been suggested that future developments, through S106 monies or the Community Infrastructure Levy obligations could be used to subsidise the car park. Alternatively, the town council would urge Wiltshire Council to push through the</td>
<td>SO1 SO3 SO4 SO5 SO6 SO8 SO9 SO10 CP1 CP2 CP3 CP4 CP6 CP28 CP41 CP46</td>
</tr>
</tbody>
</table>
proposed new government policy which is aimed at reducing car parking charges and restrictions to resuscitate struggling town centres. This would alleviate some of the congestion in the side streets but would also encourage people to come into the town centre. The Town council also feel that the Core Strategy’s description of Calne is archaic based on assumptions and opinions of Calne as it was many years ago. Calne is a progressive town which is improving dramatically. Community engagement through events and tourism being just two elements of the town’s vibrancy. Tourism is booming countywide and in Calne it is felt more impetus on improving and developing the tourist industry in Calne, specifically, enhancing the Castelfields Canal area would attract more visitors. Calne needs slow sustainable and measured growth spread across the next 15-20 period with infrastructure in place before any new major development takes place, as 3.5.1 suggests this has not happened previously in Calne. 3.5.1 of the strategy says, “Residential growth has taken place in the past without the necessary community infrastructure and there is a limited range of cultural and entertainment facilities on offer in the town. The town suffers from heavy traffic congestion.” Wiltshire 2026 - Planning for Wiltshire’s Future p40 As the above paragraph states Calne, in the past, has seen housing development without the necessary infrastructure. The ‘Beverbrook Bypass’ was born from the significant housing development alongside it. However the lack of other infrastructure improvements in the area just prove how important getting the correct infrastructure in place is essential. The Town Council will be addressing future infrastructure issues through the town plan. Which will make it be clear to proposed developers that careful consideration to the necessary infrastructure will be vital. The Town Plan will set out to achieve development for Calne which is appropriate and beneficial to Calne, preserving its best features, rectifying past mistakes and ensuring that the town continues to be a desirable place in which to live, work and visit. The town council are not however in favour of one large development, the preferred option being for smaller, developments dispersed mainly in the south of the town to give the town a more even balance of residential development, however any further developments need to reflect their location on the edge of the countryside and the impact of through traffic to and from the proposed development. It will be essential to protect existing and develop further pedestrian and cycle links within new estates and to the town centre and countryside. The ‘Strategically Significant Towns’ in Wiltshire i.e. Trowbridge, Chippenham and Salisbury have been earmarked to create employment land. Calne Town Council does not support this as there is a large area of land in Calne already designated as employment land. Calne Town Council believes that Calne is ‘Strategically’ important to the economic employment development of the County. In fact the town council would support an out of town supermarket serving the north of the town in the hope that this might go some way to alleviate the traffic congestion in Curzon Street and be of community benefit to residents in the north.

In addition there is an urgent need for the council to take action about the HGV’s carrying waste to the Calne and Compton Bassett land fill sites. Many of these vehicles ignore the “recommended” HGV route and take a short cut using the B4069 through several small villages and Lynham Banks. There have been several serious accidents where lorries have overturned on the bends. The road surface is breaking up yet again and is ‘slipping’ down the hill. The core strategy needs to take this into consideration. Failure to do so will inevitably lead to substantial additional and ongoing expense in highway repairs to what is a very unstable road surface.

Calne Town Council would support an out of town supermarket - the Core Strategy does not make allocations for retail development but would expect an impact assessment to be carried out for any out of town development.
<table>
<thead>
<tr>
<th>ID</th>
<th>Comments</th>
<th>Cross Reference</th>
<th>Officer Comments</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2396</td>
<td>Comment number 2396 by Mr John Owen, GreenSquare Group represented by Mr Jamie Sullivan, Tetlow King Planning (ID – 556544) Please see website below for full comment.</td>
<td>SO3 CP1 CP2 CP29</td>
<td>Noted comment that higher housing numbers should be proposed in Calne and that these should be redistributed from the housing numbers proposed in Corsham and Wootton Bassett. Information on the distribution of housing is contained in topic paper 17. Noted comment that the plan period should be changed to 2010-2030. Further work will be carried out on the housing supply. Noted comment that there is an undersupply of care homes in Calne. CP29 does allow for the development of greenfield sites outside development boundaries for extra care housing where there is an identified need.</td>
<td>Housing numbers Non-strategic sites</td>
</tr>
<tr>
<td>2464</td>
<td>The Agency welcomes development in Calne because it should support investment in services and town centre improvements, thereby maintaining the economic base in the town. However, because of the proximity of the town to the M4 there is a concern that any development in the town will increase commuting in from elsewhere. We advise that no developments should adversely affect the SRN. The Agency acknowledges the provision of 3.2ha of employment land and 1,380 dwellings in the community over the plan period (2006-2026). However the agency is concerned by the lack of housing allocations, as we feel that this may lead to the development of Greenfield sites. The Agency would encourage where possible, development to be located on Brownfield sites. We note the intention to phase development over the lifetime of the plan to ensure that infrastructure and traffic issues are addressed appropriately. The Agency should be consulted with on all major developments because of the potential impacts on the M4.</td>
<td>SO3 SO8 CP44 CP2</td>
<td>Noted comments that development in Calne must not impact on the strategic road network. Noted comments that development should be on previously developed land. Where possible opportunities for development on PDL will be maximised. However it is recognised that there are less opportunities for brownfield development in Wiltshire than in more built up areas and some development will be necessary on greenfield land. Non-strategic site allocations will be made through either the neighbourhood planning process or another planning mechanism - this will ensure the most sustainable sites are developed.</td>
<td>Housing numbers Transport Non-strategic sites PDL</td>
</tr>
<tr>
<td>2631</td>
<td>OBJECT The phasing of the remainder of the allocated employment land and housing delivery should be towards the end of the Plan period not over the Full Plan period to allow the current imbalance of jobs to housing to rectify. New development should only go ahead once the Nitrogen Dioxide level is reduced to the safe limit level.</td>
<td>CP2</td>
<td>Noted comments to phase development towards the latter half of the plan period.</td>
<td>Phasing</td>
</tr>
<tr>
<td>2711</td>
<td>OBJECT The phasing of the remainder of the allocated employment land and housing delivery should be towards the end of the Plan period not over the Full Plan period to allow the current imbalance of jobs to housing to rectify. New development should only go ahead once the Nitrogen Dioxide level is reduced to the safe limit level.</td>
<td>CP2</td>
<td>Noted comments to phase development towards the latter half of the plan period.</td>
<td>Phasing</td>
</tr>
</tbody>
</table>
Persimmon Homes object to the proposals for the Calne Community Area. The plan fails to provide for sufficient housing growth at the town, particularly relative to the need to address the Government's latest household projections. Persimmon Homes support the identification of Calne as a Market Town under Core Policy 1. Persimmon Homes note the limited opportunities for development elsewhere in the community area. Therefore, greater urban focus on the town is required. This will help deliver necessary infrastructure and help sustain cultural and leisure facilities in due course. Persimmon Homes have land interests at Quemerford, Calne which are sustainable, available and deliverable and thus should be allocated for development. Persimmon Homes object to Core Policy 10, in particular the overall level of development proposed in the Community Area and at the town itself. The level of housing in the rest of the community area will be inadequate for the remainder of the plan period. [further details provided in hard copy report]

<table>
<thead>
<tr>
<th>ID</th>
<th>Comments</th>
<th>Cross Reference</th>
<th>Officer Comments</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2837</td>
<td>Persimmon Homes object to the proposals for the Calne Community Area. The plan fails to provide for sufficient housing growth at the town, particularly relative to the need to address the Government's latest household projections. Persimmon Homes support the identification of Calne as a Market Town under Core Policy 1. Persimmon Homes note the limited opportunities for development elsewhere in the community area. Therefore, greater urban focus on the town is required. This will help deliver necessary infrastructure and help sustain cultural and leisure facilities in due course. Persimmon Homes have land interests at Quemerford, Calne which are sustainable, available and deliverable and thus should be allocated for development. Persimmon Homes object to Core Policy 10, in particular the overall level of development proposed in the Community Area and at the town itself. The level of housing in the rest of the community area will be inadequate for the remainder of the plan period. [further details provided in hard copy report]</td>
<td>SO3 CP2</td>
<td>Noted support for designation of Calne as a market town. Noted comments recommending higher housing numbers in Calne to reflect the limited opportunities in the rest of the community area. Information on the distribution of housing is contained in topic paper 17. Non-strategic site allocations will be made through either the neighbourhood planning process or another planning mechanism.</td>
<td>Housing numbers Non-strategic sites</td>
</tr>
</tbody>
</table>
Question 10

Comment No. 61
Mr Andrew Korsak
Individual

Comment No. 144
Mr Andrew Lord
Planning Advisor North Wessex Downs AONB

Comment No. 549
Mr Tim Holden
Deputy Managing Director WYG Planning & Design
Unknown

Gleeson Strategic Land Ltd

Comment No. 654
Mrs C Spickernell

Comment No. 830
Mr Hugh Pilcher-Clayton

Comment No. 860
Mr Ken Oliver
Canal Officer Wiltshire Council

Comment No. 877
Mrs Claire Cope

Turley Associates
Unknown
C G Fry & Son

Comment No. 1026
Ms Jenny Hawley
Environmental Intelligence Officer Wiltshire Wildlife Trust

Comment No. 1093
Charles Routh
Planning and Local Government Natural England

Comment No. 1341
Mr Brian Daniel

Comment No. 1668
Mr Jack Iason

Comment No. 1709

Comment No. 1819
Phil Rice
Malmesbury Town Council

Comment No. 2024
David Evans
Calne Community Area Partnership

Comment No. 2132
Peter Keenan

Comment No. 2147
Mr Iain Stevenson
Carter Jonas
Unknown

Comment No. 2160
Miss Katherine Burt
Planning Liaison Technical Specialist Environment Agency (Wessex Area)

Comment No. 2298
Mrs Linda Roberts

Comment No. 2396
Mr Jamie Sullivan
TETLOW KING PLANNING

Comment No. 2341
Mr Ray Stockall

Comment No. 2464
Ms Meghann Downing
Asset Manager Highways Agency

Comment No. 2531
Mr George McDonic
Chairman Campaign to Protect Rural England - Wiltshire Branch

Comment No. 2711

Comment No. 2837
Mr Mark Fox
Pegasus Planning Group
Unknown

C G Fry & Son

Comment No. 2906
Ms Jenny Hawley
Environmental Intelligence Officer Wiltshire Wildlife Trust

WM Morrison Supermarkets PLC

Unknown

Property & Development Division

Persimmon Homes

Calne Community Area Partnership

Unknown

Asset Manager Highways Agency

Mr George McDonic
Chairman Campaign to Protect Rural England - Wiltshire Branch

Mr Mark Fox
Pegasus Planning Group
Unknown

Known

Property & Development Division

Persimmon Homes