



# Wiltshire Local Plan

Planning for Calne

September 2023

Wiltshire Council

# 1. Introduction

1. 'Planning for Calne' is a guide to how the Local Plan Review, 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 Local Plan, as follows:

*Table 1: Wiltshire Local Plan policies for Calne Market Town*

<b>Policy</b>	<b>Title</b>
9	Calne Market Town
10	Land off Spitfire Road, Calne
11	Land to the north of Spitfire Road, Calne

2. A table containing the Wiltshire Core Strategy and saved planning policies for Calne that have been reviewed through the Local Plan Review, is included in Appendix 1, together with an explanation of whether they have been deleted or revised. The review of the Wiltshire Core Strategy and saved planning policies has been undertaken to ensure the Local Plan is consistent with up-to-date national planning policy, can continue to support delivery of sustainable development and can effectively inform planning decisions in Wiltshire over the new Local Plan period.
3. The Local Plan sets out what local priorities will shape development and future growth at Calne ('Place Shaping Priorities'). They include taking opportunities to improve the town for the local community and protecting important assets.
4. The Local Plan also sets a scale of growth, as part of a wider spatial strategy for Wiltshire, by which the town will expand over the Local 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 businesses, but also for supporting infrastructure.
5. 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 Local Plan supports the services and facilities the community requires. Altogether it tells how the Local Plan moves forward the existing planning framework for the town to meet fresh challenges and additional needs.

6. This document therefore combines many strands of evidence gathered over the preparation of the Local Plan. It pulls together the comments and advice received from, amongst others, local residents, landowners, businesses and service providers who also influenced the Local Plan content through consultation.

## 2. Calne - Context and challenges

*Table 2: Strategic context for Calne Market Town*

Population	19,100 <sup>1</sup>	4 <sup>th</sup> 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

7. Figure 1 below shows the settlement of Calne, along with the key environmental constraints at the settlement.

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<sup>1</sup> Census 2021, ONS, available at: <https://www.ons.gov.uk/visualisations/customprofiles/draw/>

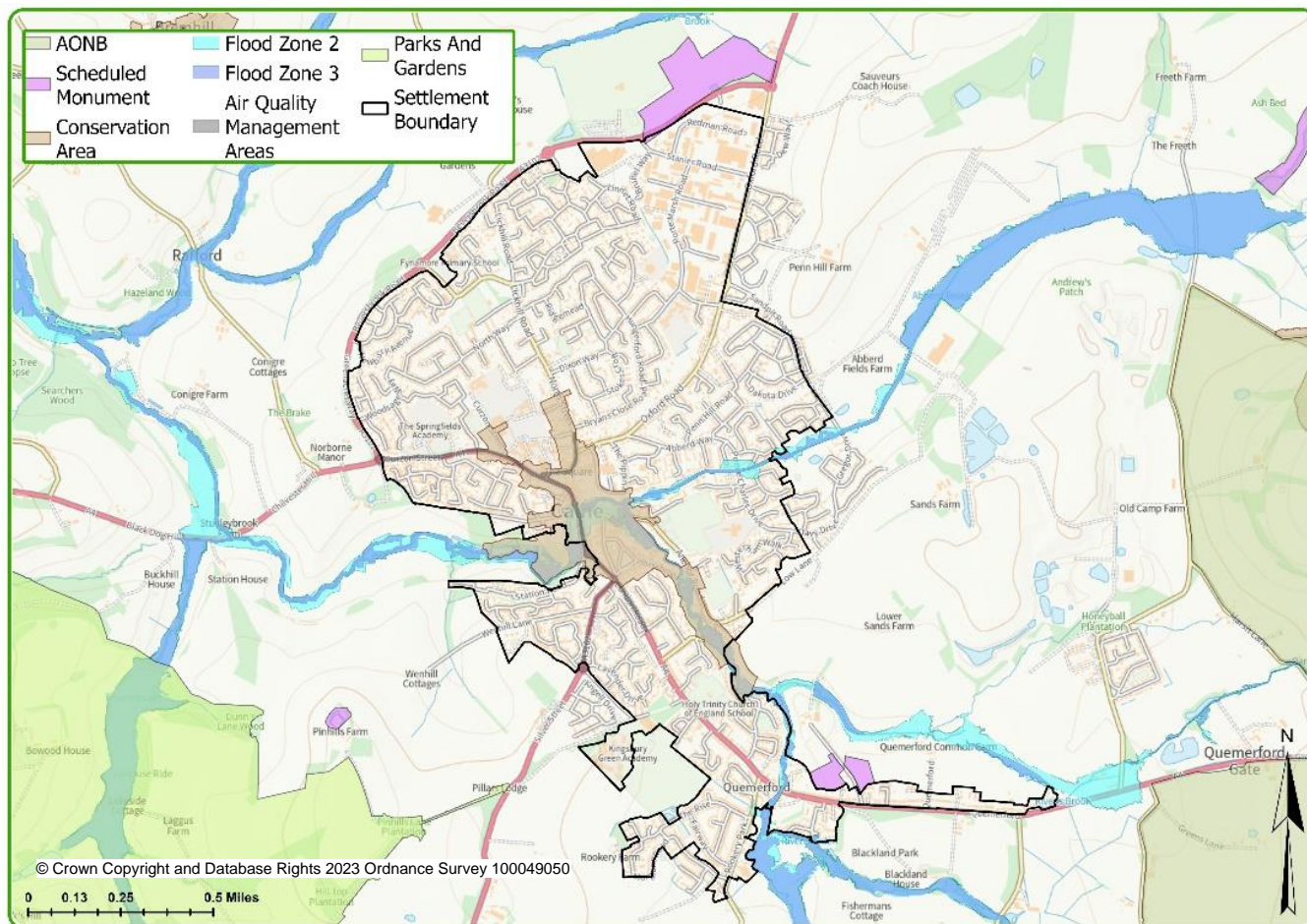


Figure 1: Environmental constraints and designations at Calne

8. 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.
9. The town is situated on the River Marden and development must avoid flood risk areas (zones 2 and 3 as shown above).
10. 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.
11. There is a major waste and quarry site to the east of Calne between the town and the AONB.
12. 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.

- 13. 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?

- 14. 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.
- 15. The following diagram shows how much housing has been delivered in Calne from 2006 to 2022, compared to annual rates in the Wiltshire Core Strategy.

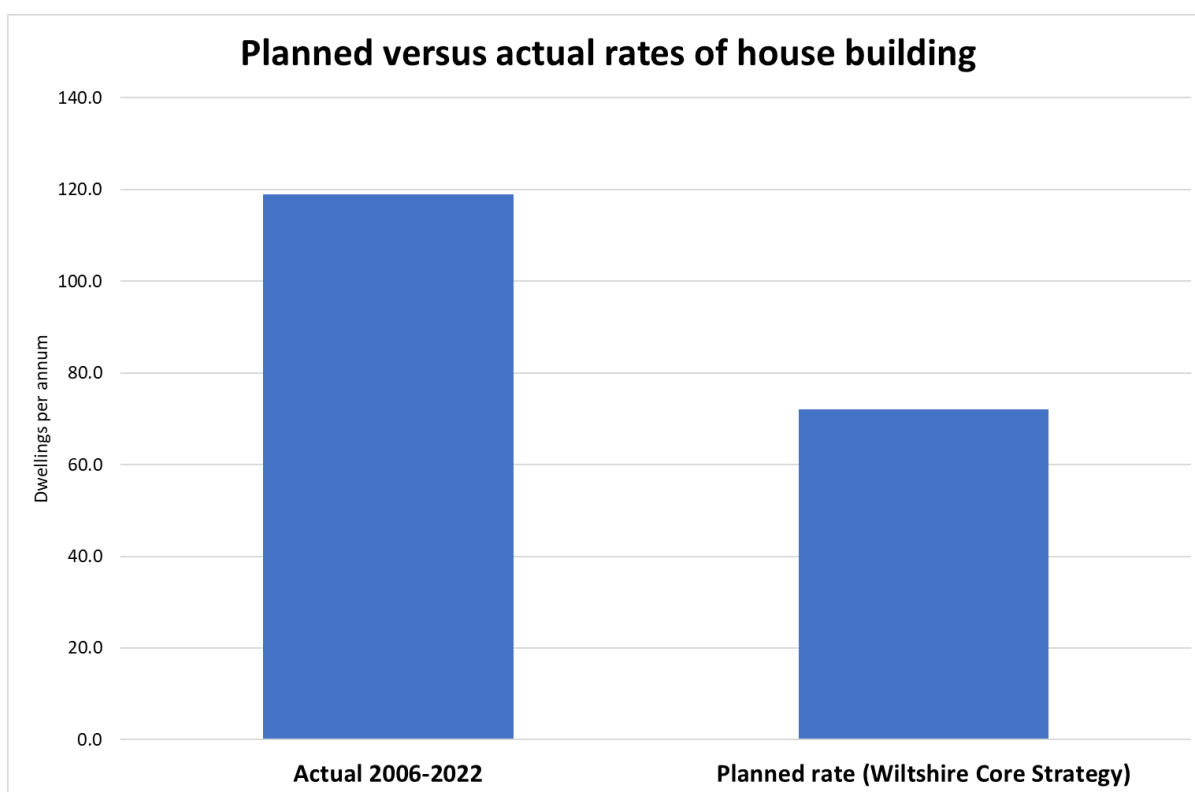


Figure 2: Wiltshire Core Strategy planned growth versus actual rates of house building at Calne from 2006 to 2022

- 16. 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.

17. 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 Way<sup>2</sup>. 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.
18. Permission has been granted<sup>3</sup> 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.
19. The town has benefited from regeneration projects in recent years, including the completion of improvements to Calne Leisure Centre as part of the Community Campus and Hub programme. The reopening of the refurbished leisure centre completes the overall project, which also included work to the Calne Community Hub and Beversbrook sports facility.
20. The Wiltshire Retail and Town Centres Study (WRTCS)<sup>4</sup> 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.
21. However, further opportunities for regeneration remain and further development in Calne should be focussed on supporting investment in services and

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<sup>2</sup> 0.73Ha. Planning application reference: N/12/03740/FUL

<sup>3</sup> Planning application reference: 21/00081/FUL

<sup>4</sup> Wiltshire Retail and Town Centres Study (Avison Young, 2020)

## Planning For Calne

improvements in the town centre. A new Asda Express, on the site of a former petrol station, is one example.

22. The map below illustrates the Wiltshire Core Strategy land use policies along with significant development sites at the town to illustrate its current and future expansion.

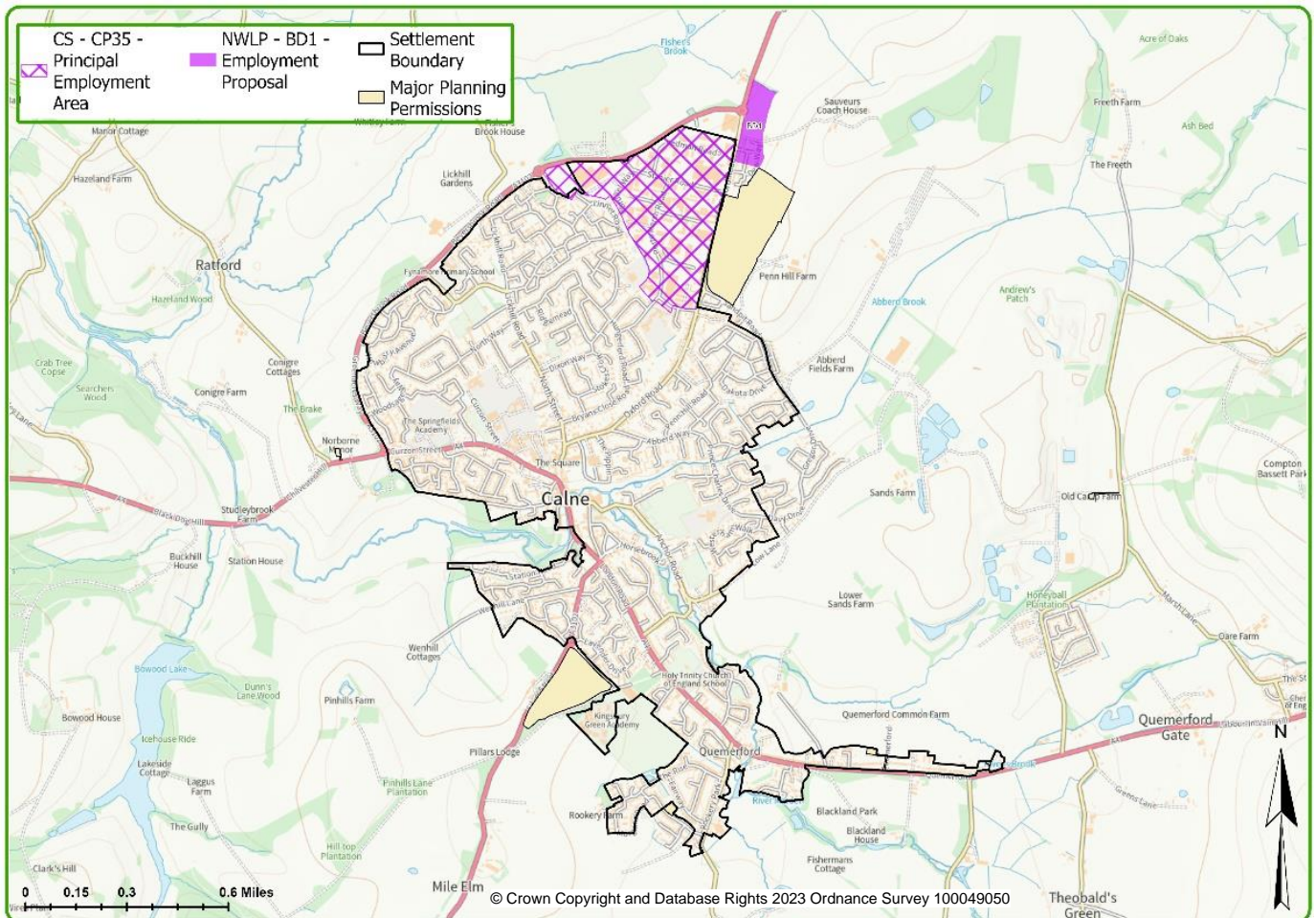


Figure 3: Existing development plan allocations and major planning permissions at Calne

## Planning to 2038

23. 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.

24. 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:

*Table 3: Place Shaping Priorities - Calne*

**PLACE SHAPING PRIORITIES (PSP)**

**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.

25. 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 within the Local Plan for Calne that guides development and the direction of growth (Policy 9).

26. 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 harmony.
27. PSPs are also used to influence how and 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.
28. Scales of growth at the town, as set out in the Revised Spatial Strategy<sup>5</sup>, 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.
29. Fresh employment land would provide an opportunity to address the imbalance. The spatial strategy for Calne reflects the findings of an Employment Land Review<sup>6</sup>, 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).
30. The new strategy identifies a requirement of 1,230 homes for the Local Plan period 2020 to 2038. A reduction in rates of house building at Calne compared to the Wiltshire Core Strategy is considered justified moving forwards.

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<sup>5</sup> Wiltshire Local Plan Review Revised Spatial Strategy (Wiltshire Council, September 2023)

<sup>6</sup> Wiltshire Employment Land Review, paragraph 6.3.12 and Figure 6.10 (Hardisty Jones Associates, 2023)



Figure 4: Wiltshire Core Strategy growth compared with Wiltshire Local Plan Review growth at Calne

31. 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 town 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.
32. 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.
33. The evidence<sup>7</sup> 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.

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<sup>7</sup> Wiltshire Retail and Town Centres Study (Avison Young, 2020)

### 3. Local Plan Proposals

#### Protecting the environment

34. 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.
35. Significant growth at Calne has been promoted for consideration as part of preparing the Local 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.
36. 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?

37. From the reduced scale of growth over the Local Plan period (1,230 homes) 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 600 homes to be accommodated at Calne up until 2038, as set out in Figure 5.

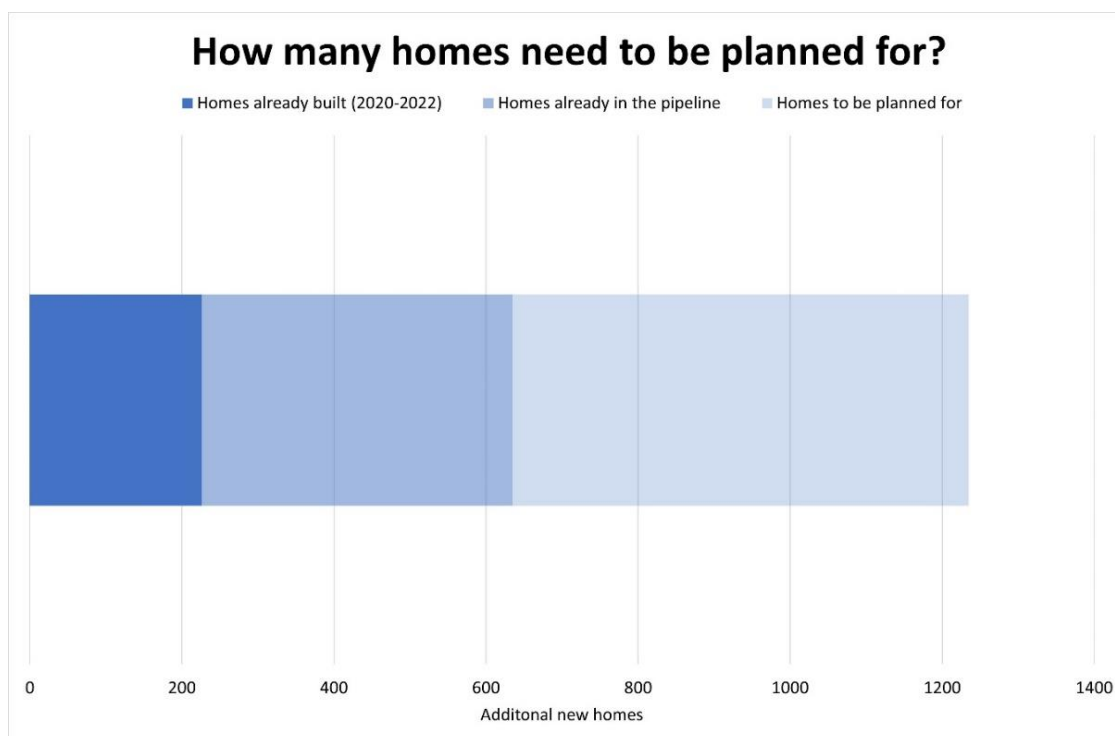


Figure 5: Calculating how many homes need to be planned for at Calne

## How much employment land?

38. The spatial strategy for Calne reflects the findings of an Employment Land Review<sup>8</sup>, 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). Land is allocated within the Local Plan to meet this forecast demand (Policies 10 and 11). This is in addition to the existing provision on remaining land to the East of Beversbrook Farm and Porte Marsh Industrial Estate for 10 business units (1.9ha) to help improve the provision of jobs at the town alongside housing delivery.

## Selecting sites

39. The supporting Site Selection Methodology Paper<sup>9</sup> sets out the process that was undertaken to select preferred sites. Appendix 2 outlines the detailed outcomes from this process for Calne and is briefly summarised below.

<sup>8</sup> Wiltshire Employment Land Review, paragraph 6.3.12 and Figure 6.10 (Hardisty Jones Associates, 2023)

<sup>9</sup> Site Selection Methodology Report (Wiltshire Council, September 2023)

40. The starting point for assessing sites is Wiltshire Council's Strategic Housing and Economic Land Availability Assessment<sup>10</sup> (SHELAA), which is a register of land promoted for development by landowners and prospective developers. Only sites that were not spatially separated from the built-up edge were considered. Stage 1 of the site selection process carried out an initial review to remove sites from further consideration that were known to be unavailable or unsuitable, for example by being already built out or being entirely within an overriding constrained area, such as a flood zone. The assessment of sites at Stage 1 is listed in Table 8 within Appendix 2, setting out the reasons why sites were removed at this stage. Twenty-four sites were removed from further consideration through Stage 1.
41. Stage 2 of the site selection process involved a high-level assessment of the suitability of each remaining site, based on a range of criteria, including potential for landscape impacts, heritage impacts and accessibility. Sites were excluded from further consideration at Stage 2 where it was judged there would be significant likelihood of harm resulting from development of a site. Two sites were excluded from further consideration at Stage 2, the details of which are set out in Tables 9 and 10 within Appendix 2.
42. Table 11 in Appendix 2 presents sites where it was considered appropriate to combine sites for the purpose of further assessment, where this created more sensible or logical land parcels for further consideration. This led to eight sites considered as reasonable alternatives for potential new development and assessed through sustainability appraisal (see map below).

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<sup>10</sup> Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website, available at: <https://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>.

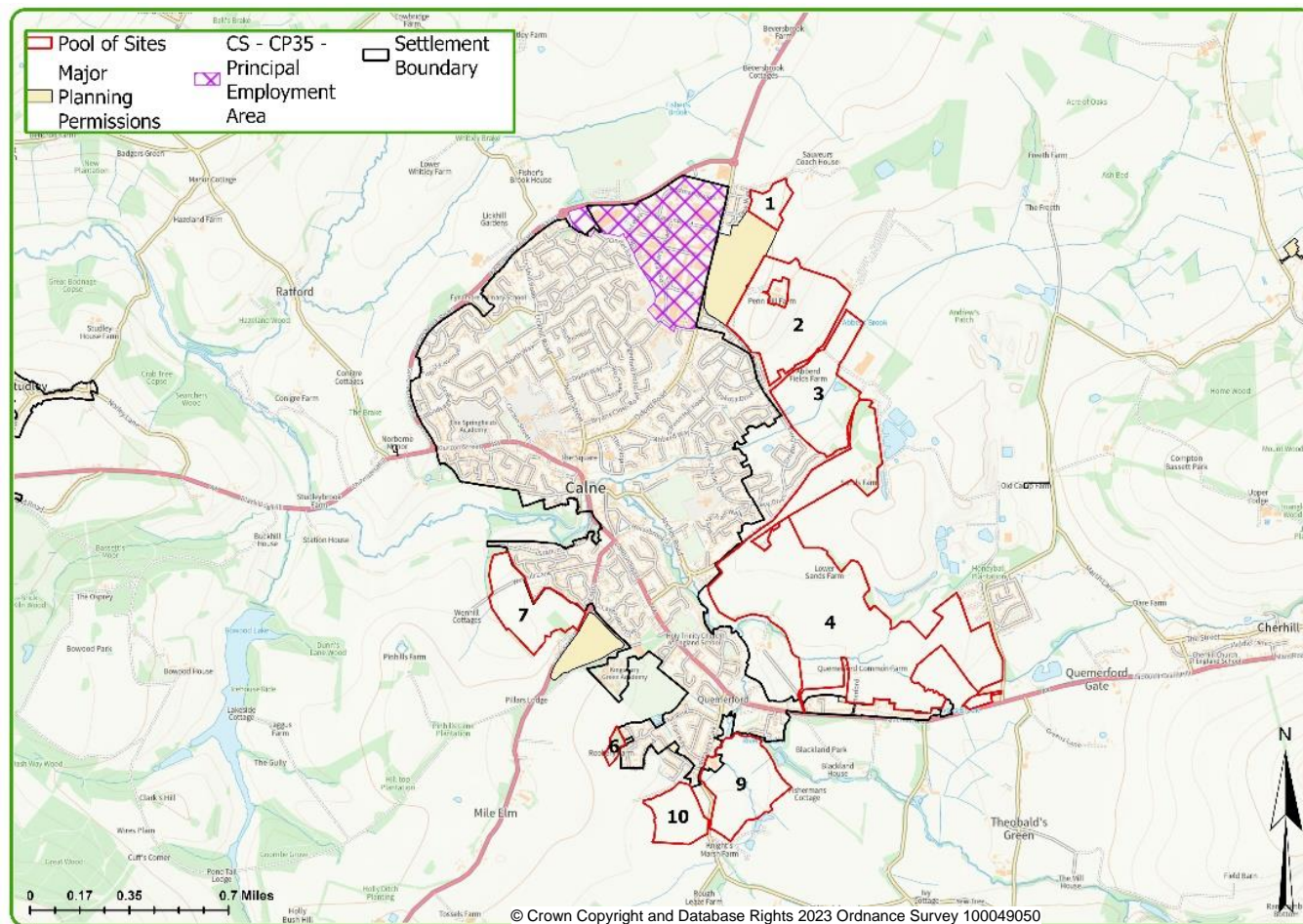


Figure 6: Pool of sites assessed through sustainability appraisal at Calne

43. The 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.
44. The outcome of the Calne sites assessment from the sustainability appraisal is shown in Table 13 within Appendix 2. This shows that Sites 2 and 3 are considered the most sustainable sites because development of these sites is likely to have greater benefits overall, when compared with other sites, and fewer negative effects. These two sites are able to meet the outstanding housing, employment, infrastructure and mitigation requirements in full.
45. Site 2 is not considered likely to have any significant impacts that cannot be readily resolved through mitigation measures, including through site layout and design. Impacts of this site include a number of issues that also affect various other greenfield sites in Calne, namely:

- Development of greenfield, agricultural land will likely lead to a loss of some Grade 3 or Best and Most Versatile (BMV) agricultural land.
  - The area has been classed by the Environment Agency as 'seriously water stressed' and steps will need to be taken to ensure the efficient use of water through the development and occupation of any site at Calne.
  - Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in any location in Calne would likely feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA.
  - As with all sites east of Calne, this site would require upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre; or assessment may indicate connection to Calne Water Recycling Centre to be less disruptive.
  - There is potential for built form to be conspicuous and stand out on the rising landform, and to be intrusive in the rural landscape setting. This could be reduced by avoiding development on higher landform and creating appropriate landscape buffers as part of a mature landscape framework.
46. Only a small part (3.2ha) of Site 3 is allocated for development. This is land that has been specifically promoted for employment development. It is adjacent to existing employment uses (Hills Waste Solutions' Sands Farm facility). The access road to this site is currently used by HGVs accessing the Hills facility. This site is adjacent to Abberd Brook and therefore a suitable buffer zone will need to be left to avoid any risk of flooding.
47. Some of the smaller sites assessed at Calne would likely have fewer environmental impacts than Sites 2 and 3 but they would also not be able to meet the outstanding housing and employment requirements at Calne. Other larger sites assessed at Calne either would not have the same level of social and economic benefits as developing Sites 2 and 3, or they would likely have significant impacts on flood risk, biodiversity and heritage assets which Sites 2 and 3 do not.
48. The methodology and detailed assessments made in the site selection process are further illustrated in Appendix 2. A summary of the main outcomes from the sustainability appraisal for each site can be found in Table 14 within Appendix 2. The full sustainability appraisal assessments are contained within a separate

report<sup>11</sup> - refer to section 5.4 and Annex 2.3 of that report for the full assessment of Calne sites.

49. Following assessment through the sustainability appraisal, all 8 sites were assessed by their performance against the Place Shaping Priorities, to determine the degree to which the sites could contribute towards achieving the outcomes identified as priorities for Calne. This is Stage 4 of the site selection process. The results from this stage of the assessment are shown in Table 15 within Appendix 2.
50. The most sustainable sites from the sustainability appraisal – Sites 2 and 3 – also performed better against the Place Shaping Priorities than other sites. They are each considered to be compatible with priorities 1, 2, 3, 5, 6 and 7, with a neutral effect on priority 4.
51. 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.
52. Site 2 is not considered likely to have any significant impacts that cannot be readily resolved through mitigation measures, including through site layout and design. Impacts of this site include a number of issues that also affect various other greenfield sites in Calne, namely:
  - Loss of some Grade 3 or Best and Most Versatile (BMV) agricultural land
  - A need to ensure the efficient use of water.
  - Traffic from new development would likely feed into the network of roads that uses the town centre, prejudicing recovery of the AQMA.
  - Upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre may be required; or assessment may indicate connection to Calne Water Recycling Centre to be less disruptive.
  - There is potential for built form to be conspicuous and stand out on the rising landform, and to be intrusive in the rural landscape setting.

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<sup>11</sup> Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)



53. Only a small part (3.2ha) of Site 3 is allocated for development. This is land that has been specifically promoted for employment development. It is adjacent to existing employment uses (Hills Waste Solutions' Sands Farm facility). The access road to this site is currently used by HGVs accessing the Hills facility. This site is adjacent to Abberd Brook and therefore a suitable buffer zone will need to be left to avoid any risk of flooding.
54. Site 2 is considered able to deliver approximately 570 dwellings, a new local centre, land for an 80-place nursery and 0.5ha employment land for office use. This site can achieve vehicular and pedestrian access from both Sandpit Road and Spitfire Road.
55. Site 3 is considered able to deliver approximately 2.7ha of employment land for industrial uses whilst allowing a suitable buffer to Abberd Brook. This site can gain vehicular and pedestrian access from Spitfire Road which is already used by vehicles accessing Hills Waste Solutions' Sands Farm facility.
56. These two sites are considered to be able to meet the residual housing and employment requirements, as well as any required infrastructure and mitigation measures. It is proposed that Site 2 and part of Site 3 are taken forward for allocation in the Local Plan Review.
57. 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 report<sup>12</sup>.

## What development is proposed?

58. Site 2 and part of site 3 are more than capable of meeting the scale of residual requirements for both new homes and employment, as well as any infrastructure and mitigation requirements, that should be planned for.
59. 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 may exceed residual requirements but will provide a good degree

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<sup>12</sup> Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

of contingency and flexibility, as well as a wider choice, to best ensure development needs are met.

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

## Site 2: Land to the north of Spitfire Road

*Table 5: Site 2 – Development proposals on Land to the north of Spitfire Road*

<b>Use</b>	<b>Scale/Area</b>
Residential	Approximately 570 dwellings
Office	0.5ha
Education	0.3ha (80-place day care nursery)
Retail/Service	0.15ha (local centre)
Green space	Approximately 14ha
Vehicular access is possible from both Sandpit Road and Spitfire Road Greenspace would include a range of children’s play areas. It would also include allotments and public open space to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off-site.	

61. The site’s main role is to provide additional homes over the Local 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). A requirement of approximately 570 dwellings is included within the allocation.
62. 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 for 80 places on 0.3ha of land is necessary to enable development to go ahead. This may be situated at the local centre and co-located with new employment land.

63. An aim of the Local 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. A requirement of 0.5ha of office employment is included within the allocation.
64. 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

65. There is an existing supply of new employment land of just under 2ha<sup>13</sup>. Additional employment land has been identified as a central component to planning for Calne going forward (see above). An indication of the amount required comes from an assessment carried out on behalf of the Council by Hardisty Jones Associates. Their work forecasts a need for up to 3.2ha for industrial and office floorspace<sup>14</sup>.
66. 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.
67. 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.

*Table 6: Site 3 – Development proposals on Land off Spitfire Road*

Use	Scale/Area
Industrial employment	2.7ha
Green space	Approximately 0.5ha
Vehicular access is possible from Spitfire Road Site is adjacent to an existing industrial employment use with HGVs accessing onto Spitfire Road Part of the site comprises a derelict former farmyard and associated buildings	

68. An imbalance of population growth exceeding local jobs is a main concern of the Local 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.

<sup>13</sup> Hardisty Jones Associates (2023) Wiltshire Employment Land Review, p.6.3.12.

<sup>14</sup> Hardisty Jones Associates (2023) Wiltshire Employment Land Review, Figure 6.10.

69. 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).
70. 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.
71. 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.
72. 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.
  - 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.

73. How the two sites may be developed is shown on the concept 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

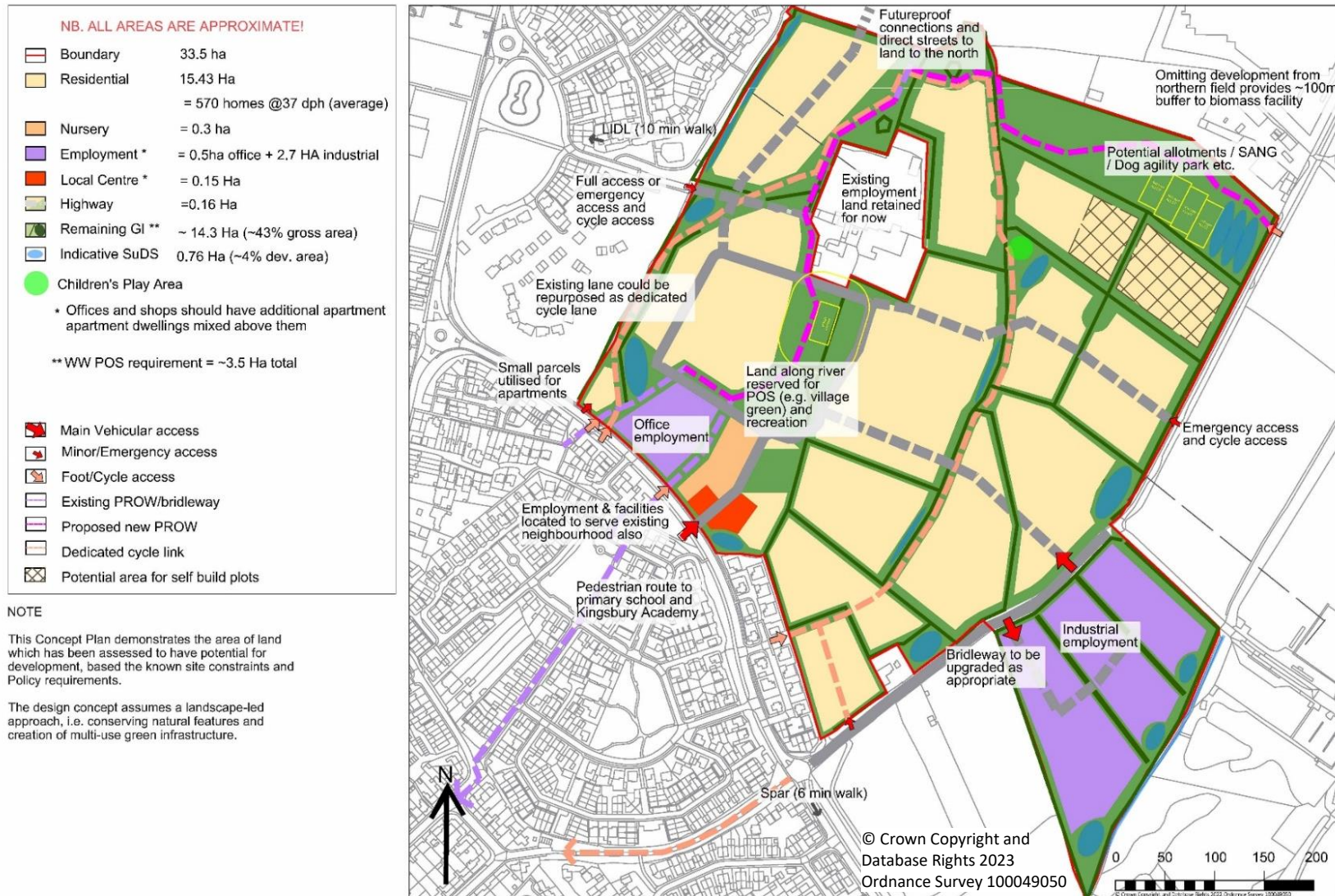


Figure 7: Concept plan for Site 2 & part of Site 3 - Land to the North of Spitfire Road and Land off Spitfire Road, Calne

## Supporting the Town Centre

74. 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 Local Plan period.
75. Policy 68 (Managing Town Centres) and Appendix 5 of the Local Plan defines a hierarchy of town centres and the extent of town centres and primary shopping areas. 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.
76. 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.
77. 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.
78. The Local Plan aim is to strengthen the town centre.
79. 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 detrimental to the level of choice in the centre for convenience goods.



80. The Wiltshire Town Centre and Retail Study<sup>15</sup> does not forecast a need to allocate any sites for additional retail floorspace, based on shopping trends and growth in catchment spending. 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.
81. 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.
82. 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?

83. Landowners, business and housebuilders are the main drivers of development over the Local Plan period. Service providers will also come forward with proposals to invest in new facilities that support growth in new homes and local business. Wiltshire Council, as local planning authority, determines 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

84. 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

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<sup>15</sup> Wiltshire Retail and Town Centres Study (Avison Young, 2020)

with the strategic policies set by the Local Plan but can add further locally specific requirements that reflect the wishes of the local community.

85. 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.
86. 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 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.
87. 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<sup>16</sup>.
  - 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.
88. The Calne Community Neighbourhood Plan (CCNP) was 'made' on 6<sup>th</sup> 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,

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<sup>16</sup> National Planning Policy Framework (2021), Paragraph 69, MHCLG

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.

89. 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.
90. 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.
91. 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.
92. 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 planning<sup>17</sup>. This will also need to be accommodated in planning for the designated neighbourhood area.

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

93. 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

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<sup>17</sup> Neighbourhood area requirements for the rural parishes are calculated separately, as set out within the Rural Housing Requirements 2023, Wiltshire Council document

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

94. 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.
95. 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.
96. 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.
97. 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.

## Highways and sustainable transport

98. 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 with recent investment in ultra-low emission buses. The A4 and A342 are both designated as local lorry routes.
99. 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)

100. 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.

101. 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 Strategy<sup>18</sup> which is Wiltshire Council and Calne Area Transport Group's proposed long-term approach.

102. 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.

103. 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.
- Invest in electric vehicle infrastructure.
- Review HGV network.
- Active travel promotional campaigns.

## Health and social care

104. 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

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<sup>18</sup> Calne Area Transport Strategy – Wiltshire Council (Atkins, February 2021)

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

105. 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.
106. 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.
107. According to SSEN's Network Capacity (demand) Map, the substation in Calne is constrained. The infrastructure is also 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.
108. 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.
109. The approach to securing infrastructure provision from new development is set out within Local Plan Policy 5 (Securing Infrastructure Provision from New Development), with specific requirements applicable to Calne and its proposed allocation sites set out within Policy 9 (Calne Market Town) Policy 10 (Land off Spitfire Road, Calne) and Policy 11 (Land to the North of Spitfire Road, Calne).

## Appendix 1 Policy Review

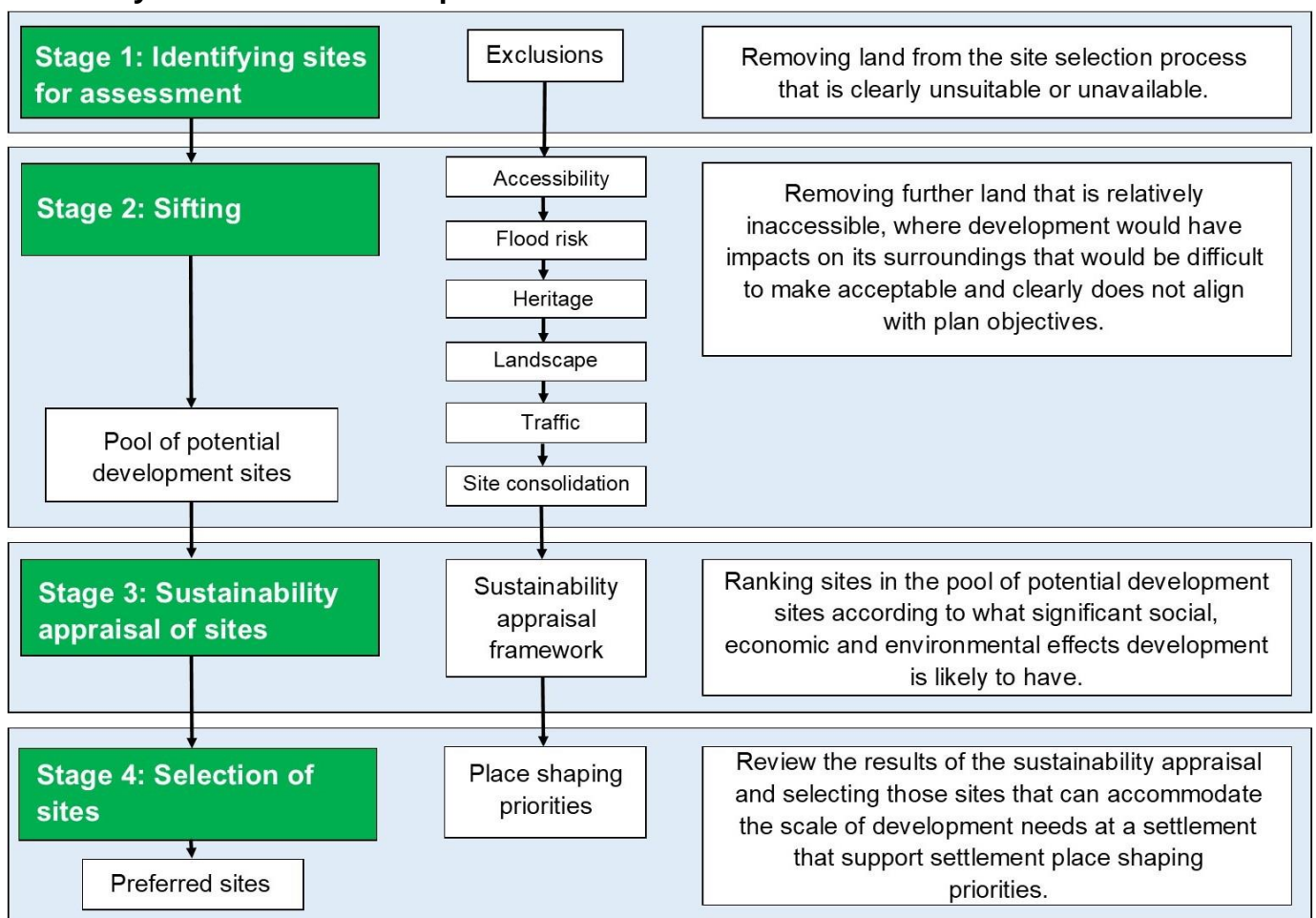
Table 7: Wiltshire Core Strategy Policy Review for Calne Policies

Policy	Title	Retained, Replaced or Deleted
<i>Wiltshire Core Strategy (WCS)</i>		
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. This policy sets out how development at Calne is envisaged to take place over the Local Plan period. This includes outlining the amount of growth provided at Calne.
<i>North Wiltshire Local Plan, saved policies</i>		
North Wiltshire Local Plan 2011 Policy H2	Allocated Residential Sites - Quemerford House and Land, Calne (16 dwellings) - Lower Quemerford Mill, Calne (12 dwellings)	Delete. The original policy allocated two sites at Calne to meet strategic housing requirements. Policy 9 of the Local Plan Review provides up-to-date details of the strategic housing requirement for Calne up until 2038, including new land allocations.
North Wiltshire Local Plan 2011 Policy BD1	Employment Land - East of Beversbrook Farm and Porte Marsh Industrial Estate, Calne (4.4 ha)	Deleted and replaced by an updated Policy 9 Calne Market Town. This site continues to be allocated for employment purposes.
North Wiltshire Local Plan 2011 Policy R1	Town centre primary frontage areas	Deleted and replaced with Policy 68 Managing Town Centres. This policy is area specific and seeks to manage retail development within the town centre commercial areas of Wiltshire's towns.
North Wiltshire Local Plan 2011 Policy R2	Town centre secondary frontage areas	Deleted and replaced with Policy 68 Managing Town Centres. This policy is area specific and seeks to manage retail development within the town centre commercial areas of Wiltshire's towns.

## Appendix 2 Site Selection

- A1. The purpose of this appendix is to explain the site selection process at Calne, which takes place over four stages, as illustrated in the flow diagram below. The full methodology can be found in the supporting Site Selection Methodology report<sup>19</sup>.
- A2. This appendix briefly describes the methodology, and explains the outputs that emerge from Stages 1-4, with the conclusions for Calne set out within the main body of this paper.

### Summary of the site selection process



<sup>19</sup> Wiltshire Local Plan Site Selection Methodology (Wiltshire Council, September 2023)



## **Strategic Housing and Employment Land Availability Assessment**

- A3. The Strategic Housing and Economic Land Availability Assessment<sup>20</sup> (SHELAA) provides the initial pool of land from which sites may be selected. The SHELAA is a register of 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 plans<sup>21</sup>. Plan preparation, and not the SHELAA, determines what land is suitable for development through a process of selecting the most appropriate sites.
- A4. 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.

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<sup>20</sup> The Wiltshire Council Strategic Housing and Economic Land Availability Assessment (SHELAA) is available from the council's website. The SHELAA was last formally published in 2017, but new sites submitted to the council since then have also been considered through site selection.

<sup>21</sup> 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.

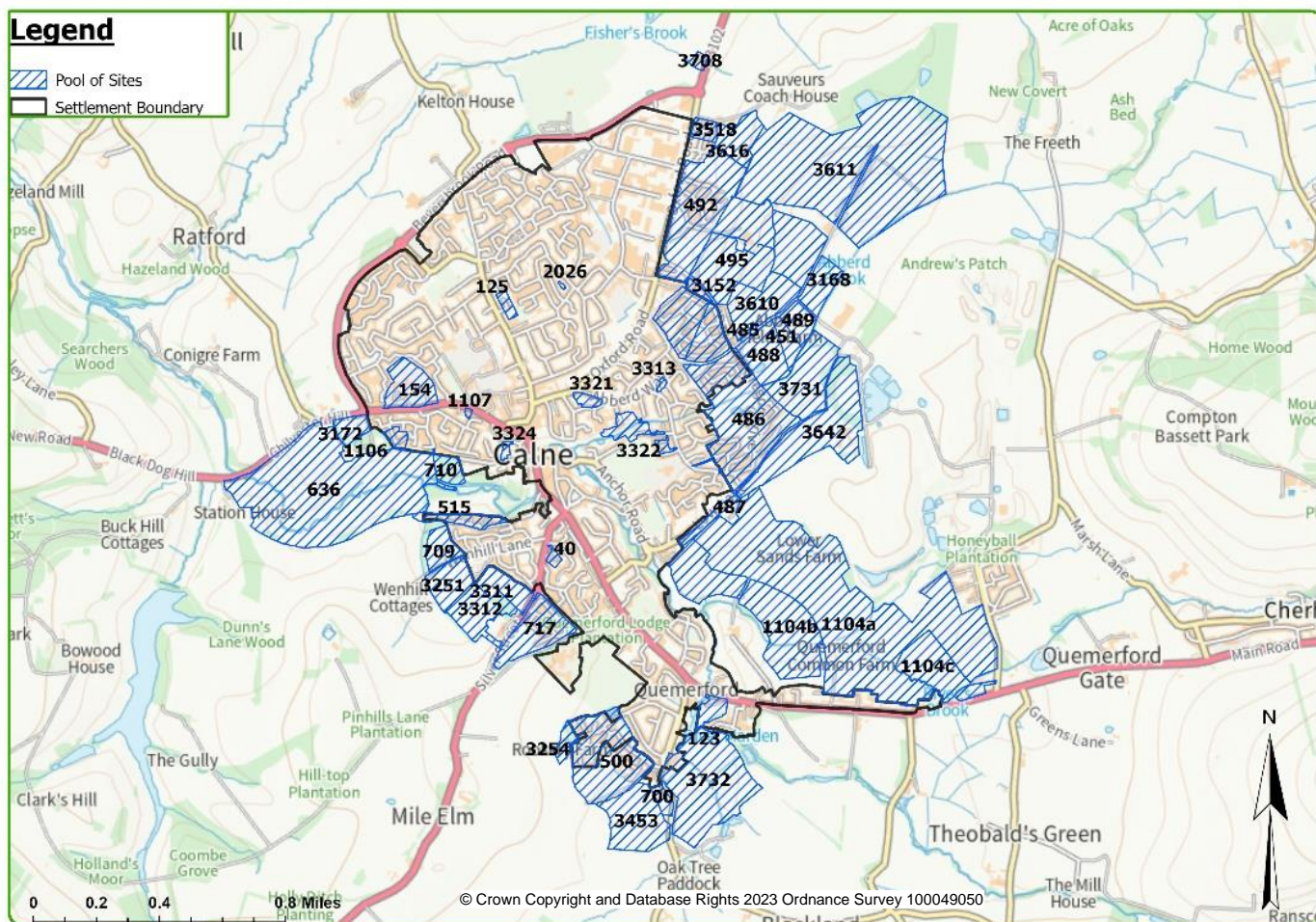


Figure 8: Pool of sites at Calne

A5. The following paragraphs summarise the stages of assessment undertaken through the site selection process.

**Stage 1 – Identifying Sites for Assessment**

A6. The initial stage excluded SHELAA sites from further consideration that constituted unsuitable land for development if they were unavailable, separated from the built-edge or clearly unsuitable for development for a range of other reasons, as described within the Site Selection Methodology.

A7. Twenty-four sites at Calne were excluded at Stage 1.

*Table 8: Sites removed at Stage 1 of the site selection process for Calne*

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**

- A8. Using the land that passed through Stage 1, a second assessment stage used a limited set of strategic criteria (proportionate evidence<sup>22</sup>) to further refine the list of sites to a

<sup>22</sup> To meet national requirements, plans must be sound, justified by having an appropriate strategy, considering reasonable alternatives, and based on proportionate evidence.

set of *reasonable alternatives* for further assessment using sustainability appraisal. The criteria considered at Stage 2 were related to **Accessibility and Wider Impacts (Stage 2A)**, and **Strategic Context (Stage 2B)**, and can be summarised as follows:

### **Accessibility and Wider Impacts (Stage 2A)**

- A9. 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. Evidence used to inform this judgement was based on assessment of travel times to key destinations including town centres, employment areas, schools, and healthcare services. This is further detailed in the Site Selection Methodology.
- A10. In addition to accessibility, the following wider impacts were tested through Stage 2:
- **Flood Risk:** Sites were assessed to consider whether a source of flood risk, or combination of flood risks, would likely increase flood risks beyond the site assessed; and the degree to which this would be likely to be possible to mitigate.
  - **Heritage:** A site that was within the setting of a heritage asset, that was likely to lead to substantial harm that could not be mitigated was rejected.
  - **Landscape:** A site that was highly likely to lead to visual harm in the wider landscape, that was unlikely to be possible to be mitigated, was rejected.
  - **Traffic:** A site that was likely to lead to an unacceptable degree of harm in terms of traffic and congestion impacts, and potential for exacerbation of poor air quality, was rejected.
- A11. The outcomes from the Stage 2A assessment were categorised as: high risk of harm (red), medium risk of harm (amber) and low risk of harm (green). Sites with one or more 'red' ratings were likely to be rejected at Stage 2.

### **Strategic Context (Stage 2B)**

- A12. 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 strategic priorities
  - Future growth possibilities for the urban area

A13. In some cases, this part of the assessment influenced the judgement on what pool of possible sites constitute a set of reasonable alternatives for further consideration. This did not pre-judge more detailed testing through sustainability appraisal but enabled sites that were clearly at odds with the strategic context for the settlement to be ruled out.

### Strategic Context – Calne

Table 9: Strategic context analysis of Calne

<b>Context criteria</b>	<b>Detail</b>
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 &amp; Berks canal are to be found in Castlefields Canal &amp; 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.</p> <p>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>

<p>Future growth possibilities for the urban area</p>	<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. 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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A14. A table comprising the Stage 2A RAG ratings and a concluding commentary formed part of an overall judgement for Stages 2A and 2B combined. The overall judgement on each site could refer to the conclusions reached in the strategic context where this affected a decision to reject or take forward land.

Table 10: Stage 2 site 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						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. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓
487	Land East of Calne 3 - Housing Locations						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. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓

Planning For Calne

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
488	Land East of Calne 4 - Employment Locations						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. Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓
489	Land East of Calne 5 - Employment Locations						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.  No justification for rejecting site at this stage. Take forward for further assessment.	✓
495	Land to North of Sandpits Lane / Penn Hill Farm						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. No justification for rejecting the site at this stage. Take forward for further assessment.	✓
636	Berhills Farm						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.  The site has a prominent position on Chilvester	X

Planning For Calne

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							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 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	✓



## Planning For Calne

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							and location of any development. Fewer impacts likely if development is located nearer to the centre 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	✓

Planning For Calne

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							of the site could be developed. 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 Lease 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 of	✓

## Planning For Calne

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							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.	✓
3610	Land off Sandpit Road, Calne (N)						Site not adjacent to settlement boundary but is adjacent to site 495 which is.	✓

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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>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.</p> <p>As no likely significant impacts noted and site could come forward with other adjacent sites, site to be taken forward for further assessment.</p>	
3611	Land off Sandpit Road, Calne (S)						<p>Site not adjacent to the settlement boundary but is adjacent to site 3616 which is. 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. 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.</p> <p>Do not take site forward due to likelihood of significant landscape impacts.</p>	X
3616	Land south of High Penn Track, Calne						<p>Site is adjacent to the settlement boundary. 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 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</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
							<p>site is set out as planted green infrastructure, linking in with the local nature reserve to the east.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 rural / urban edge in combination with other surrounding sites here. No justification for rejecting site at this stage. Take forward for further assessment.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
3732	Land at Atwell Wilson Motor Museum						The site adjoins the settlement boundary and is in a peripheral location in terms of accessibility. 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.	✓

A15. 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.

Table 11: SHELAA sites combined for the purpose of further assessment

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.

A16. In preparation for Stage 3, the remaining sites were renumbered for ease of understanding, as follows:

Table 12: Sites renumbered for the purpose of further assessment

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

- A17. 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 site within a series of annexes<sup>23</sup>.
- A18. 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.
- A19. 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 2 of the table.
- A20. The sustainability appraisal weights all ‘objectives’ (shown in the top row, below) equally. There are more environmental objectives than social/economic objectives – scores against environmental objectives typically tend to be negative. The overall score resulting from the potential development of greenfield sites generally yield a negative value.
- A21. Table 14 sets out a descriptive summary of the key outcomes from the sustainability appraisal for each of the sites that were assessed.
- A22. 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

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<sup>23</sup> Wiltshire Local Plan Review Sustainability Appraisal Report Annex 2.3 Calne Strategic Sites Assessment (Wiltshire Council, September 2023)

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sustainability appraisal at Stage 3 were taken forward for further consideration at Stage 4. These are:

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



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

Key to likely significance of effects:					
+++	Major positive effect = +3 points	<b>0</b>	Neutral effect = 0 points	---	Major adverse effect = -3 points (mitigation unachievable - recommend that is not considered further)
++	Moderate positive effect = +2 points			--	Moderate adverse effect = -2 points (mitigation achievable but problematic)
+	Minor positive effect = +1 point			-	Minor adverse effect = -1 point (mitigation easily achievable)

*Table 13: Sustainability appraisal scores for sites assessed at Calne*

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 <sup>st</sup> )	-	--	--	--	-	<b>0</b>	-	--	+++	+++	--	+++
Site 3	-5 (2 <sup>nd</sup> )	-	--	--	--	--	<b>0</b>	-	--	+++	+++	--	+++
Site 1	-6 (=3 <sup>rd</sup> )	-	-	-	--	-	<b>0</b>	--	-	+	++	-	+
Site 4	-6 (=3 <sup>rd</sup> )	--	--	--	--	-	<b>0</b>	--	--	+++	+++	--	+++
Site 7	-7 (=5 <sup>th</sup> )	-	-	--	--	-	<b>0</b>	--	--	++	++	--	++
Site 10	-7 (=5 <sup>th</sup> )	-	-	--	--	-	<b>0</b>	-	--	++	++	--	+
Site 6	-8 (7 <sup>th</sup> )	--	-	-	-	--	<b>0</b>	-	-	+	+	-	<b>0</b>
Site 9	-10 (8 <sup>th</sup> )	--	--	--	--	--	<b>0</b>	--	--	++	++	--	++

Table 14: Sustainability appraisal outcomes for sites assessed at Calne

Site	SA score and ranking	Likely key issues for site
2	-4 (1st)	<p>Site 2 is considered the most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Land and soil resources</b> – development of the site would lead to the loss of a significant amount of Grade 3 agricultural land.</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>As with all sites east of Calne, this site would require upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre; or assessment may indicate connection to Calne Water Recycling Centre to be less disruptive. Further appraisal would be needed.</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders. Also, noise and odour impact from the adjacent biomass permitted process would need to be assessed.</p> <p><b>Landscapes</b> – there is potential for built form to be conspicuous and stand out on the rising landform, and to be intrusive in the rural landscape setting where it encroaches east across the hillside towards the AONB to potentially impact its rural setting. This could be reduced by avoiding development on higher landform where it would be prominent in the wider landscape and creating appropriate landscape buffers to new settlement edges and through the development as part of a mature landscape framework.</p> <p><b>Transport/Highways</b> – the number of new dwellings that could be delivered on this site will likely add to traffic volumes travelling through Calne town centre and may worsen air quality issues. Contributions to a Calne Transport Strategy would be required.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p>

		<p><b>Biodiversity</b> – Calstone and Cherhill Downs SSSI along with Morgan’s Hill SSSI lie a short distance to the south-east of Calne and development of this site may add some additional visitor / recreational pressure upon these designated sites.</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) map, the substation in Calne is constrained, and therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
3	-5 (2nd)	<p>Site 3 is considered the 2<sup>nd</sup> most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Land and soil resources</b> – development of this site would lead to a significant loss of Grade 3 agricultural land. Part of this site is located within the designated East of Calne Mineral Resource Zone (Minerals Core Strategy Policy MCS1); however, the potential sterilisation of minerals would need to be balanced with the need to meet housing and employment needs in Calne.</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>As with all sites east of Calne, this site would require upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre; or assessment may indicate connection to Calne Water Recycling Centre to be less disruptive. Further appraisal would be needed.</p> <p><b>Environmental pollution</b> – noise and odour impacts from the adjacent biomass processes, landfilling operations and HGV relief road serving the Hills site would need to be assessed. Noise/odour impacts may be significant and would require assessment.</p> <p>Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders.</p> <p><b>Climate change</b> – 22% of this site is unsuitable for "more vulnerable" development such as housing as it is in Flood Zone 3. The areas of fluvial flood risk are related to Abberd Brook which runs through the centre of the site. Wide buffer zones should be left adjacent to the watercourse - this would result in the loss of developable land.</p>

		<p><b>Landscapes</b> – there is potential for built form to be intrusive in the rural landscape northeast of Calne and for development to impact upon the setting of the North Wessex Downs AONB. However, the landform between the site and the edge of the AONB has been significantly altered by ongoing, large-scale quarry works.</p> <p><b>Transport/Highways</b> – the number of new dwellings that could be delivered on this site will likely add to traffic volumes travelling through Calne town centre and may worsen air quality issues.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Biodiversity</b> – Calstone and Cherhill Downs SSSI along with Morgan’s Hill SSSI lie a short distance to the south-east of Calne and development of this site may add some additional visitor / recreational pressure upon these designated sites.</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) map, the substation in Calne is constrained, and therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
1	-6 (=3rd)	<p>Site 1 is considered the joint 3rd most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions would be required to enable actions for the revocation of the Air Quality orders.</p> <p><b>Heritage</b> – some parts of the site are considered to have highly sensitive historic landscape features, including post medieval to 21<sup>st</sup> century piecemeal fields with possible elements of ridge and furrow earthworks remaining legible. The site comprises part of a wider network of strong continuity, where landscape character has remained stable since the late C19. The site is also close to the scheduled medieval settlement site at Beversbrook. Further investigation is likely needed to identify the presence and significance of as yet unknown archaeological remains across the site.</p>
4	-6 (=3rd)	<p>Site 4 is considered the joint 3rd most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p>

	<p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Biodiversity</b> – the major development proposed at this site would have a higher likelihood to increase public access to designated/non-designated biodiversity features. This may lead to a detrimental increase in recreational pressure on identified protected species and habitats in the local area. In terms of priority habitat, River’s Brook flows northwest through the site and the River Marden also flows north along the southern section of the western site boundary. The patchwork of fields which make up most of the site are bordered by a network of mature hedgerows interspersed with broadleaved trees. Priority habitat, including all hedgerows/trees and watercourses, would need to be retained with wide buffer/ecological protection zones.</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. Significant water infrastructure crosses the site. With regard to foul network capacity, significant off-site infrastructure reinforcement would be required. As with all sites east of Calne, this site would require upgrades to recently constructed infrastructure connecting the area to Compton Bassett Water Recycling Centre; or assessment may indicate connection to Calne Water Recycling Centre to be less disruptive.</p> <p><b>Land and soil resources</b> – evidence shows this site as consisting mainly of Grade 3 agricultural land with some Grade 2 towards the east of the site. Given the size of this site, a significant amount of medium/high quality agricultural land is likely to be lost to development. The northern parts of the site are within the Mineral Safeguarding Area and overlay existing sand and gravel extraction quarries (Sands Farm). The site is adjacent to gravel pits and a buffer zone to workings and (residential) development would be required.</p> <p><b>Transport/Highways</b> – the number of new dwellings that could be delivered on this site could significantly add to traffic volumes travelling through Calne town centre and may worsen air quality issues. The possibility of a distributor road linking Oxford Road in the north with the A4 at Quemerford, and the effects of this on the highways network in Calne, will need further investigation.</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders.</p> <p>Noise and odour impacts from the adjacent landfilling operations and the HGV relief road serving the nearby Hills waste site would need to be assessed and designed out.</p>
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		<p>The site is also within the odour and flies consultation zone for Compton Bassett Sewage Treatment Works and an odour assessment would be required.</p> <p><b>Heritage</b> – development of this site has potential to impact several important heritage features, including Grade II Listed Sands farm, Grade II Listed Hayle Farm and the Scheduled Monument of a Medieval rural settlement at Quemerford. The site also includes various archaeological features of high value.</p> <p><b>Landscape</b> - the site has a strong rural character and sense of separation from the existing settlement due to the topography of the site and strong network of hedgerows and trees that contribute to well-integrated settlement edges. It forms a rural transition between Calne and the distinctive chalk upland landscape of the AONB to the southeast/east. There is potential for built form to be intrusive in the rural landscape setting that contributes to the transition from the urban area towards the AONB.</p> <p><b>Highways/transport</b> - the site does not have sufficient frontage onto a suitable and sufficient highway maintainable at public expense to accommodate the full scale of development. It is considered, unless other access points become available, that the development of the site will be confined to the eastern end, and this would not be appropriately located or connected to Calne to maximise sustainability. Without additional access points, the site is confined to the east where bus service provision is poor and walking and cycling routes supported by low grade or absent infrastructure.</p> <p>If additional access points are made available and a substantive amount of development can be brought forward, then this will need to address bus connectivity and frequency concerns and provide high-capacity walking and cycling routes to local destinations. Contributions to a Calne Transport Strategy would be required.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Flood risk</b> – most of the site is in Flood Zone 1 but the site borders and is traversed by approximately 7 watercourses in total. Wide buffer zones would need to be left adjacent to the watercourses. There is also a high groundwater risk associated with 15% of the site.</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) Map, the substation in Calne is partially constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
7	-7 (=5th)	<p>Site 7 is considered the joint 5th most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’.</p>

		<p>Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>With regard to water supply and foul network capacity, it is likely that moderate off-site infrastructure reinforcement would be required.</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders.</p> <p><b>Heritage</b> – The site is likely to impact on the setting of the Grade II* Listed Vernleaze (formerly Highlands) and have a possible impact on the setting of the Bowood GI Registered Park and Garden (RPG). The site constitutes the parkland Estate of the Grade II* Vernleaze, a small but largely intact country house and set within a designed rural landscape setting. The parkland character is currently retained. The contribution of the surrounding land to the setting of Bowood RPG requires assessment. Although not involving direct and clear 'substantial harm', the public benefit of any significant scale of development appears highly unlikely to be such that it can outweigh the harm to the designated asset.</p> <p><b>Landscape</b> – it is considered that the site is generally of medium to high landscape sensitivity to development. There is potential for built form to stand out on the undulating landform, particularly on rising slopes and the rolling ridgeline, where it would form a conspicuous urban skyline. And potential for development to form an abrupt and conspicuous settlement edge that encroaches on the landscape setting of the distinctive wooded parkland edge of Bowood Park.</p> <p><b>Transport/Highways</b> – secondary education facilities are within 450m from the site edge and primary education around 750m walk. However, it would be difficult to deliver a vehicle access onto Silver Street and the option of a secondary access onto Wenhill Heights appears ransomed. The number of new dwellings that could be delivered on this site will likely add to traffic volumes travelling through Calne town centre and may worsen air quality issues.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Environmental pollution</b> - there is an oil depot adjacent to the site next to Fynamore Gardens and therefore potential land contamination is a material consideration.</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) Map, the substation in Calne is partially constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
10	-7 (=5th)	<p>Site 10 is considered the joint 5th most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at</p>

		<p>Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. With regard to foul network capacity, significant off-site infrastructure reinforcement would be required. The site would be most likely to connect to existing sewers draining to Calne Water Recycling Centre and downstream reinforcement would be required. Significant foul water infrastructure crosses the site.</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders.</p> <p><b>Landscape</b> – the site has a strong rural character and sense of separation from the existing settlement edge. The site is of generally medium to high landscape sensitivity to development, with higher sensitivity in the west of the site. The North Wessex Downs AONB sits approximately 200m to the south of the site and there is potential for development to form prominent settlement sprawl in the rural landscape that contributes to the transition from the urban area towards the distinctive AONB landscape.</p> <p><b>Transport/Highways</b> – Stockley Lane serving the site is too narrow to accommodate either the servicing or trip demands of the development site. The site is also connected inadequately by bus, walking or cycling infrastructure. The land title extents do not allow for width and accessible travel infrastructure enhancements to Stockley Lane and hence the local constraints are unlikely to be mitigated.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Heritage assets</b> – the site has a medieval farmstead (Knights Marsh) encroaching the south-eastern edge of the site which is of moderate archaeological value.</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) Map, the substation in Calne is partially constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
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6	-8 (7th)	<p>Site 6 is considered the 7th most sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Biodiversity</b> - this small site contains a substantial number of mature trees and boundary vegetation. A bat roost has previously been discovered on site and the buildings may be suitable as potential roost sites, as may the trees. The on-site and surrounding habitat suggests great crested newts may occur on site. Delivery of biodiversity net gain appears likely unattainable on site given the existing ecological baseline and habitats present, and so provision of land off-site for the delivery of this would likely be required.</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>There is a medium risk across the site associated with groundwater; this could impact upon some sustainable drainage techniques.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Heritage</b> - there is an extant farmstead (Rookery farm) at the centre of the site. This is a non-designated farmstead that would require further assessment. Some parts of the site are considered to have sensitive historic landscape features, including 21<sup>st</sup> century re-organised fields with former ad hoc enclosure field character remaining legible.</p> <p><b>Highways/transport</b> - the site may not be in control of land to widen the access to accommodate two-way vehicular use, alongside service vehicle access and pedestrian and cyclist infrastructure.</p>
9	-10 (8th)	<p>Site 9 is considered the 8th and least sustainable site when assessed against the 12 SA objectives and when compared against all other reasonable alternative sites at Calne. No major adverse effects (where mitigation is considered unachievable) are considered likely.</p> <p>Likely significant issues identified in the sustainability appraisal include:</p> <p><b>Biodiversity</b> - in terms of priority habitat, a watercourse that is formally categorised as river priority habitat flows through the centre of the site. Well established hedgerows with broadleaved trees delineate the boundaries of the site and field boundaries. The fields comprising pasture in the north and east of the site may comprise permanent pasture and could be floodplain meadow or lowland meadow. If so, these fields would likely qualify as priority habitat. The site affords suitable</p>

	<p>commuting, foraging and possibly roosting habitat for bats. The site affords suitable terrestrial habitat for great crested newts and ponds near the site may support great crested newts. Given the presence of a network of hedgerows and trees on site, including trees and scrub alongside the watercourse, and the presence of a significant area of pasture on site, it may be difficult to achieve biodiversity net gain.</p> <p><b>Land and soil resources</b> – given the size of this site, a significant amount of Grade 3 agricultural land is likely to be lost to development.</p> <p><b>Water resources</b> - this site falls within the catchment area supplied by Wessex Water. The area has been classed by the Environment Agency as ‘seriously water stressed’. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site.</p> <p>With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. With regard to foul network capacity, significant off-site infrastructure reinforcement would be required. The site would be most likely to connect to existing sewers draining to Calne Water Recycling Centre and downstream reinforcement would be required.</p> <p><b>Environmental pollution</b> – Calne has an Air Quality Management Area (AQMA) in the town centre. Traffic from new development in this location would feed into the network of roads that uses the town centre, further contributing to elevated oxides of nitrogen and prejudicing recovery of the AQMA. CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders.</p> <p><b>Climate change</b> – it is considered difficult for all new development to be located within Flood Zone 1. 33% of the site is unsuitable for "more vulnerable" development such as housing as it is in Flood Zone 3b. Much of the site is also covered by flood zone 2. These areas of fluvial flood risk are associated with the River Marden. There are also areas of significant and moderate flood risk associated with high groundwater levels across the north and south of the site.</p> <p><b>Heritage</b> - the site will have an impact on Grade II listed The Croft and Upper Provender Mill to the north of the site. The Croft appears to have designed garden setting which will need to be respected. Mitigation will be required and likely need to avoid the north of site and therefore likely to reduce capacity of site. The site has post-medieval water meadows in the north of the site which are of moderate value. The majority of the site is considered to have highly sensitive historic landscape features.</p> <p><b>Landscape</b> – the North Wessex Downs AONB is located approximately 160m to the south of the site. There is potential for built form to be intrusive in the rural landscape setting that contributes to the transition from the urban area towards the distinctive landscape of the AONB south of Calne.</p> <p><b>Transport/Highways</b> – the site is served by Stockley Lane. To the south of the site, Stockley Lane is presented as a narrow country lane that is not designed to accommodate any additional development movements. A typical transport assessment may not fully establish the significance of the capacity constraints,</p>
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		<p>although the Highway Authority maintains that any development in the locality is restricted to less than 100 dwellings and possibly less if capacity analysis dictates.</p> <p>Other specific issues (not exhaustive) for this site which will require consideration include:</p> <p><b>Energy</b> - according to SSEN’s Network Capacity (demand) Map, the substation in Calne is partially constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p>
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**Stage 4 – Selection of Sites**

A23. 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 employment needs for the settlement.

A24. 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.

A25. 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.

A26. The SWOT assessment concluded the following outcomes for each site and Place Shaping Priority:

	Strength and/or opportunity
	No significant SWOTs
	Weakness and/or threat

A27. 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.

A28. 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 15: Assessment of sites against the Place Shaping Priorities

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
1	<b>Strength</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>
	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	Given the size of this site, a mixed-use development to include employment is considered unlikely.	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.	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	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.	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.

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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
					design and layout features to reduce emissions of greenhouse gases.		
2	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>
	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	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	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	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

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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
	surrounding rural areas		CIL payments and is large enough for some facilities to potentially be provided on site.		developed. But it is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.		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.
3	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>
	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	This site is large enough to potentially incorporate some employment uses and other community facilities. Development would not prejudice the protection of other existing	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.	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	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.	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	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

## Planning For Calne

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
	surrounding rural areas	employment areas	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.	to significantly worsen the current situation.	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.	centre through sustainable transport modes from here which would help to increase footfall/patronage and vibrancy.	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.
4	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>	<b>Weakness</b>	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>
	The residual housing requirement for Calne could be met on this site, including potentially some other mixed-uses, whilst preserving the special	This site is large enough to potentially incorporate some employment uses and other community facilities.	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	Development of this site is not considered likely to ensure infrastructure improvements to the local road network that will reduce traffic congestion and	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	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	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

## Planning For Calne

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
	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	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 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.	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 likely to significantly add to traffic volumes on local roads that could worsen the issue of town centre air quality.	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.	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/ patronage and increasing vibrancy and viability.	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.
6	<b>Strength</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Strength</b>	<b>Neutral</b>	<b>Neutral</b>
	This small site could meet a small proportion	Given the size of this site, a mixed-	This site is approx. 2.2km from the town centre and therefore	Development of this site is not considered likely	Calne Town Council declared a climate	Development of this small site is considered likely	Development of this small site is not considered



## Planning For Calne

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>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>use development to include employment is considered unlikely.</p>	<p>not within a reasonable walking and cycling distance. The nearest bus stop with regular services (Stagecoach West 43) to the town 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.</p>	<p>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>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>to have negligible effects on town centre regeneration.</p>	<p>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 reasonable walking and cycling distance of the town centre.</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
7	<b>Strength</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>
	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. 800m). The nearest bus stop with regular services (Stagecoach West 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.	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	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 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 approx. 800m from the town centre and is reasonably well connected to the town centre by sustainable transport modes. However, it is not considered likely that development will help provide new and improved bus routes and pedestrian and cycling routes in the town.

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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
					features to reduce emissions of greenhouse gases.		
9	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>
	The residual housing requirement for Calne could potentially be met on this site 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 approx. 1.8km 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. 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	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	The town centre is approx. 1.8km 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,	This site is approx. 1.8km from the town centre and therefore not within a reasonable walking and cycling 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.

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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
			through S106 and/or CIL payments and could potentially provide some facilities on site.		is considered that this site could incorporate design and layout features to reduce emissions of greenhouse gases.	increasing footfall/ patronage and increasing vibrancy and viability.	
10	<b>Strength</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Neutral</b>	<b>Strength</b>	<b>Strength</b>	<b>Neutral</b>
	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	Given the size of this site, a mixed-use development to include employment is considered unlikely.	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.	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	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	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	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

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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
	surrounding rural areas		The site could provide for sufficient community infrastructure through S106 and/or CIL payments but is unlikely to provide such facilities on site.	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.	likely to use town centre services, facilities and amenities, increasing footfall/ patronage and increasing vibrancy and viability.	pedestrian and cycling routes in the town.

A29. The table below illustrates how assessment of sites against the Place Shaping Priorities has altered the rankings that were established through the Sustainability Appraisal process.

Table 16: Summary of Place Shaping Priorities assessment

Site	Stage 4 Ranking	SA Ranking of Sites	PSP1	PSP2	PSP3	PSP4	PSP5	PSP6	PSP7	Change from SA Ranking
1	=6th	=3rd	✓	✓/x	✓/x	✓/x	✓	✓	✓/x	↓
2	=1st	1st	✓	✓	✓	✓/x	✓	✓	✓	No change
3	=1st	2nd	✓	✓	✓	✓/x	✓	✓	✓	↑
4	=4th	=3rd	✓	✓	✓/x	x	✓	✓	✓	↓
6	8th	7th	✓	✓/x	✓/x	✓/x	✓	✓/x	✓/x	↓
7	3rd	=5th	✓	✓	✓	✓/x	✓	✓	✓/x	↑
9	=4th	8th	✓	✓	✓/x	✓/x	✓	✓	✓/x	↑
10	=6th	=5th	✓	✓/x	✓/x	✓/x	✓	✓	✓/x	↓

A30. 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 (SHELAA sites 495 and 3610) and part of Site 3: Land off Spitfire Road (SHELAA sites 451 and 489), as these sites performed consistently well against both sustainability appraisal objectives and Place Shaping Priorities.

A31. The map below illustrates the outcome of the site selection process (Stages 1-4) at Calne.

