

Wiltshire Local Plan

Planning for Royal Wootton Bassett

September 2023

Wiltshire Council

1. Introduction

1. ‘Planning for Royal Wootton Bassett’ 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 evidence and processes that have informed the policies of the Local Plan that relate to Royal Wootton Bassett, as follows:

Table 1 – Wiltshire Local Plan policies for Royal Wootton Bassett

Policy	Title
47	Royal Wootton Bassett Market Town
48	Land at Marsh Farm
59	Land at Midge Hall Farm
50	Land West of Maple Drive
51	Land at Woodshaw

2. A table containing the Wiltshire Core Strategy policies and saved planning policies for Royal Wootton Bassett that have been reviewed through the Local Plan Review is included in Appendix 1. This includes 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 in Royal Wootton Bassett (‘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 business, 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 constraints upon growth will continue and what is already set to take place. Local priorities need to be seen in this context. This document explains what role growth will play in helping deliver these priorities; 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 combines many strands of evidence gathered during 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 influenced the Local Plan content through consultation.

2. Royal Wootton Bassett - Context and challenges

Table 2 – Strategic context for Royal Wootton Bassett Market Town

Population	13,600 ¹	8 th 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 Royal Wootton Bassett, along with the key environmental constraints that apply at the town.

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

Planning For Royal Wootton Bassett

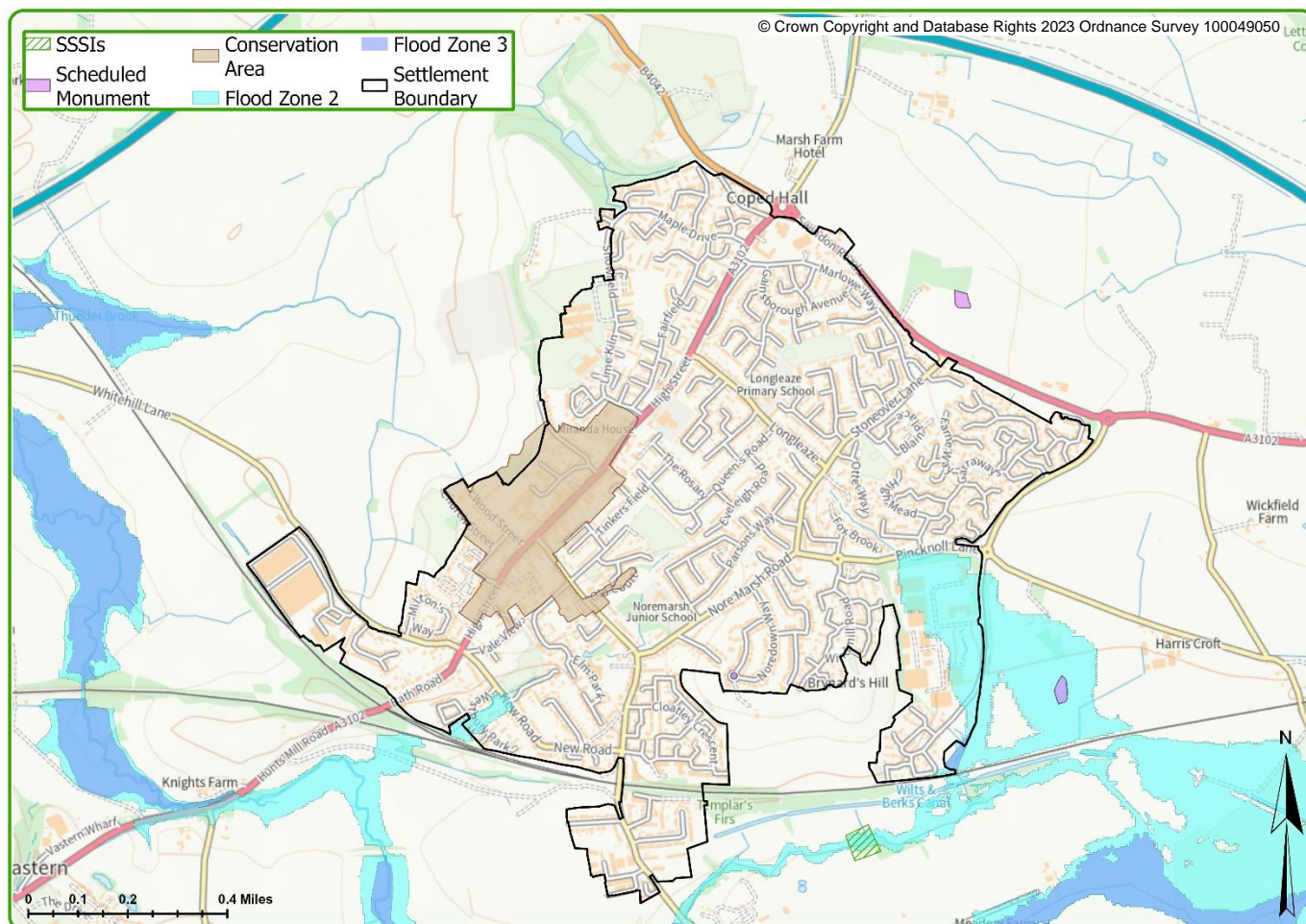


Figure 1. Environmental constraints and designations at Royal Wootton Bassett

8. Royal Wootton Bassett lies in the north-eastern part of Wiltshire, to the north-east of Chippenham and close to the administrative boundary with Swindon Borough.
9. The town is in proximity to the North Wessex Downs Area of Outstanding Natural Beauty (AONB), which is located to the southeast of the town (AONB boundary in area near Broad Town). Expansion of the settlement must seek to conserve its landscape character having regard to the AONB's setting. The escarpment to the west of the town effectively limits large scale development due to elevation and the potential for development to lead to adverse visual effects on landscape character. To the south, the railway line constitutes a man-made barrier and there are few crossing points into the town.
10. To the south-east, flood plains are a significant constraint to development. To the north and east, the open countryside and M4 motorway separate Royal Wootton Bassett from the urban edge of Swindon. The M4's potential effects in terms of noise and vehicle emission pollution are a factor in planning for the town.

11. A significant proportion of the town centre area is covered by a Conservation Area. The High Street is a reasonably wide and attractive street which is lined by many attractive two and three storey properties along its entire length. Many of these properties are pre-war and a reasonable proportion of these are nationally listed. One of the most iconic buildings in the town centre is the Town Hall Museum which is located in the southern part of the Conservation Area.

How has Royal Wootton Bassett developed?

12. The record of housing delivery at Royal Wootton Bassett to date has notably exceeded planned levels over the Wiltshire Core Strategy Plan period. Most recent developments have occurred to the south and south-east of the town: Brynard's Hill and Lower Woodshaw, Interface Business Park, and Whitehill Lane Industrial Estate. Developments elsewhere, at the former St Ivel dairy and Rylands Sports Field, complement these.
13. The following diagram (Figure 2) shows how much housing has been delivered at Royal Wootton Bassett from 2006 to 2022, compared to annual rates in the Wiltshire Core Strategy.

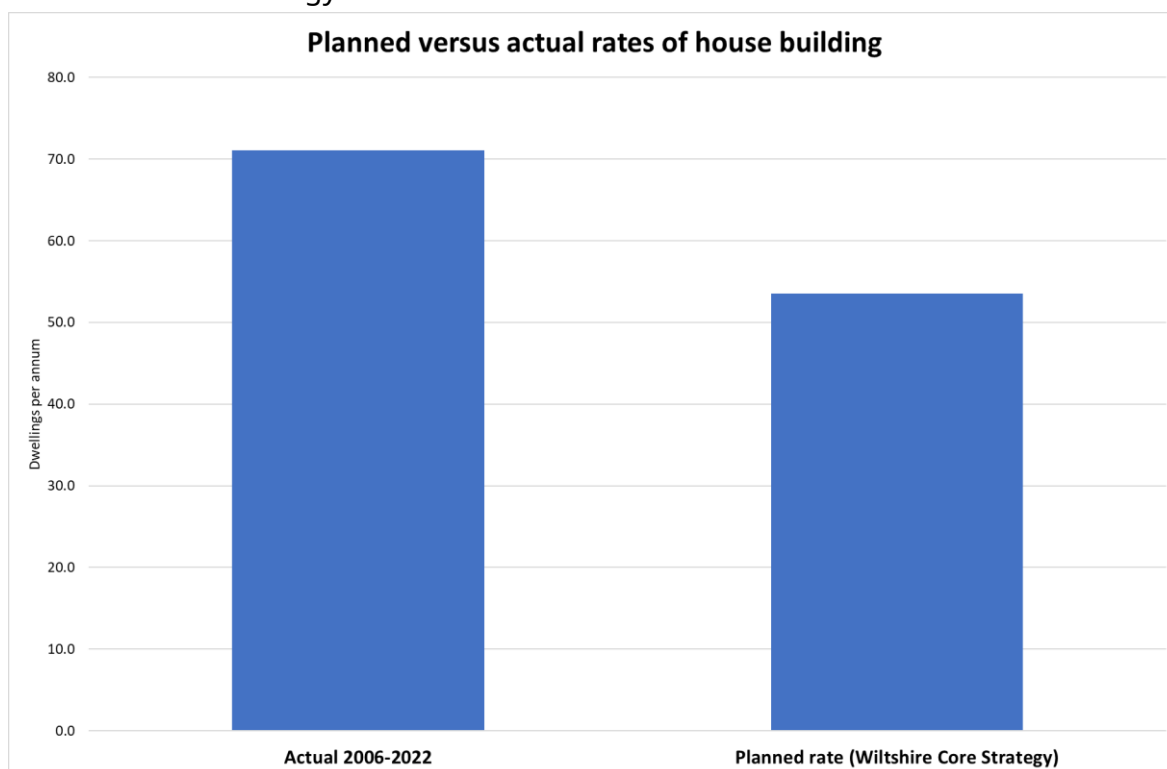


Figure 2. Wiltshire Core Strategy planned growth versus actual rates of house building at Royal Wootton Bassett.

14. In employment terms, the administrative and support service sector has seen high growth over the period and is a large employer in absolute terms. The

wholesale & retail trade sector is also a significant employer in the area. However, housing growth has not been matched by the employment growth envisaged in the Wiltshire Core Strategy.

15. Interface Business Park, a Principal Employment Area in the east of the town, is a successful site, home to several larger employers in sectors including logistics, business services and information technology. It has only one vacant plot remaining. The Wiltshire Core Strategy allocation at West of Templar's Way, to the south of town, is currently subject to an employment proposal. Coped Hall Principal Employment Area lies to the north of the town and Whitehill Lane industrial area is to the south-west. The Principal Employment Areas at the town are shown on Figure 3.
16. Up until recently the only main large food store in Royal Wootton Bassett was a Sainsburys in the Borough Fields Shopping Centre. Development of a new ALDI food store through the conversion of the former Grange Land Rover garage/showroom has taken place and this store is now trading.
17. The Wiltshire Retail and Town Centres Study (WRTCS)² concludes that, overall, Royal Wootton Bassett is a reasonably healthy town centre with retail vacancies falling. The trend in the proportion of different types of retail and service uses follows the national average. Evidence suggests that leakage primarily to Swindon will continue to constrain the amount of retail floorspace which can be provided and sustained in Royal Wootton Bassett, but any additional provision must be very carefully considered to ensure that the health of the town centre is protected. There is limited opportunity for additional comparison goods floorspace.
18. Nevertheless opportunities for regeneration remain, and further development at Royal Wootton Bassett should be focused on supporting investment in services and improvements in the town centre.
19. The map below (Figure 3) illustrates the Wiltshire Core Strategy land use policies along with any significant development sites at the town to illustrate its current and future expansion. There are only two major developments, and these are relatively small scale. This is a residential development of ten new dwellings at Grove Farm, Bincknoll Lane (18/06442/FUL) and a residential 66 bed care home at Land at Marsh Farm, Coped Hall (18/02955/FUL).

² Wiltshire Retail and Town Centres Study (Avison Young, 2020)

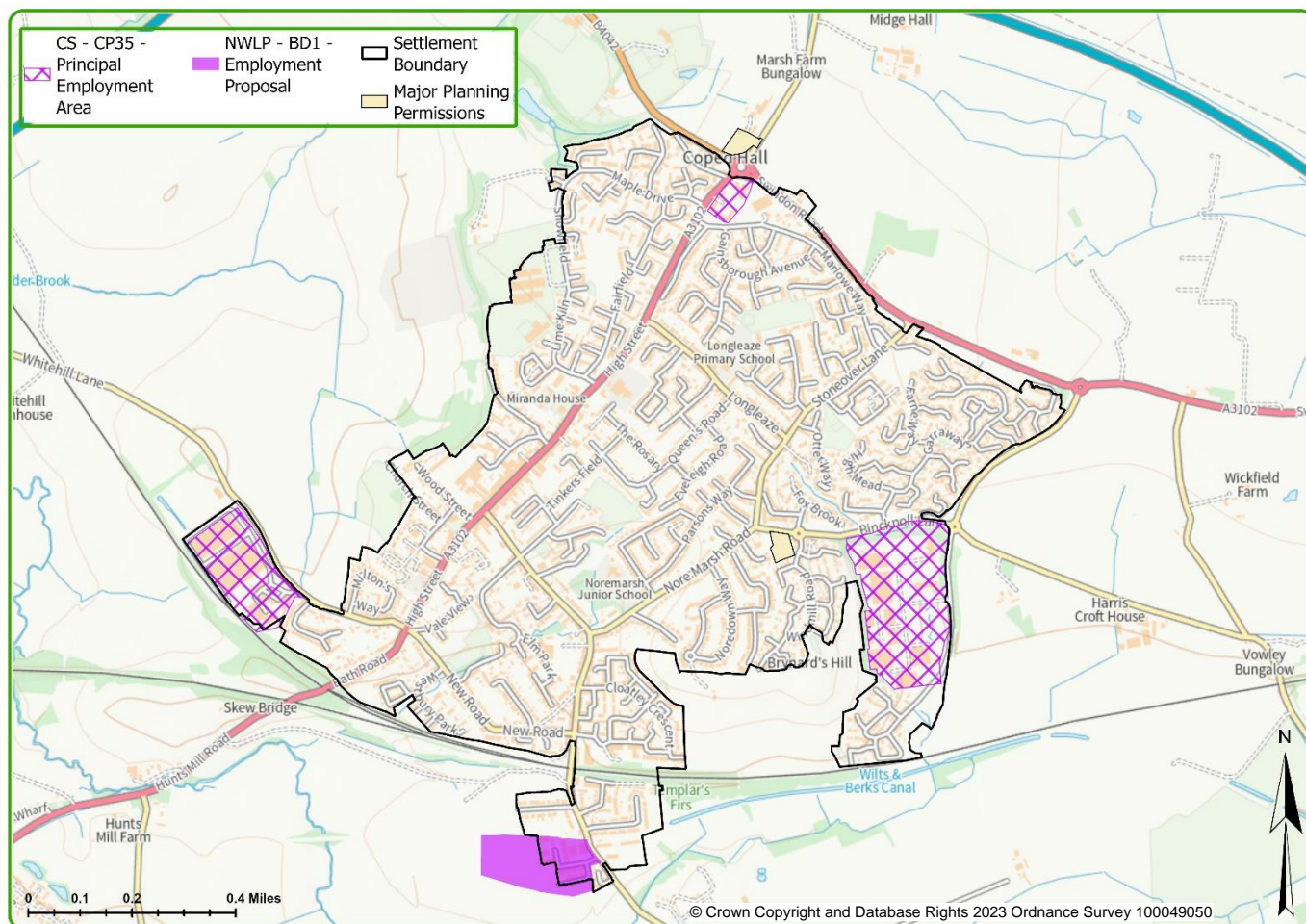


Figure 3. Existing development plan allocations and major planning permissions at Royal Wootton Bassett

Planning to 2038

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

There are vulnerabilities at Royal Wootton Bassett due to housing development pressures, and the imbalance of homes and jobs. Recent housebuilding needs to be balanced with additional investment in business, infrastructure and services for the local community whilst also maintaining a strong town centre.

21. A set of Place Shaping Priorities (PSPs) address matters first highlighted in the Wiltshire Core Strategy and new issues that now also need to be tackled as set out below (Table 3). They result from working with Royal Wootton Bassett Town Council and wider consultation with the community and other stakeholders carried out in 2021. They are as follows:

Table 3 – Place Shaping Priorities, Royal Wootton Bassett

PLACE SHAPING PRIORITIES (PSP)

PSP1 Infrastructure needs: promoting infrastructure improvements in tandem with residential development to secure increased education, healthcare, and cemetery capacity.

PSP2 Employment land: provision of additional employment to improve self-containment.

PSP3 Sustainable communities: Infrastructure improvements to promote and encourage non-car travel and maximise the use and availability of sustainable modes of transport to improve connectivity with the town centre and strengthen sustainable transport links with Swindon and other surrounding towns and villages (achieved through improves cycle links, bus services and potentially a park and ride facility).

PSP4 Transport: maintaining capacity at Junction 16 of the M4 and surrounding strategic road network throughout the Local Plan period and investigating new opportunities to better manage and mitigate against levels of congestion on the local road network and town centre (achieved through meeting the objective of point 3 and including the possibility of a bypass).

PSP5 Rail connectivity: safeguarding land for the potential future delivery of a Swindon Parkway Station.

PSP6 Town centre: delivering development that protects the distinct character and identity of the town and recognises, and is sensitive to, its proximity to Swindon.

PSP7 Historic environment: maintaining the town's elevated historical setting and central conservation area.

PSP8 Green and blue infrastructure: conserving and enhancing environmental assets around Royal Wootton Bassett and green & blue infrastructure within and adjoining the town (such as a new town park, country park, and allotments).

PSP9 Canal restoration safeguarding the historic alignment of the Wiltshire and Berkshire Canal and taking forward its restoration.

22. PSPs sit alongside the spatial strategy for Royal Wootton Bassett. One of their purposes is to describe what growth the Local Plan intends to help deliver and how change should be managed. They form the basis for an overarching planning policy within the Local Plan for Royal Wootton Bassett that guides development and the direction of growth (Policy 47 – Royal Wootton Bassett Market Town).
23. PSPs therefore provide a 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.
24. 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.
25. Scales of growth at the town, as set out in the Revised Spatial Strategy³, respond to the opportunities to provide for an appropriate level of growth of homes and jobs at Royal Wootton Bassett while also making significant contributions to meeting identified levels of need in the wider Housing Market Area.
26. Fresh employment land would provide an opportunity to address the imbalance. The spatial strategy for Royal Wootton Bassett reflects the findings of an Employment Land Review⁴, which concludes there is an indicative forecast demand for around 6ha of employment land at the town (comprising 0.8 - 2.1ha for office and 4.1ha for industrial).
27. The new strategy identifies a requirement of 1,340 homes over the Local Plan period 2020 to 2038. Rates of house building at Royal Wootton Bassett are forecast to be comparable to average build rates since 2006.

³ Wiltshire Local Plan Review Revised Spatial Strategy (Wiltshire Council, September 2023)

⁴ Wiltshire Employment Land Review, Figure 6.15 (Hardisty Jones Associates, 2023)

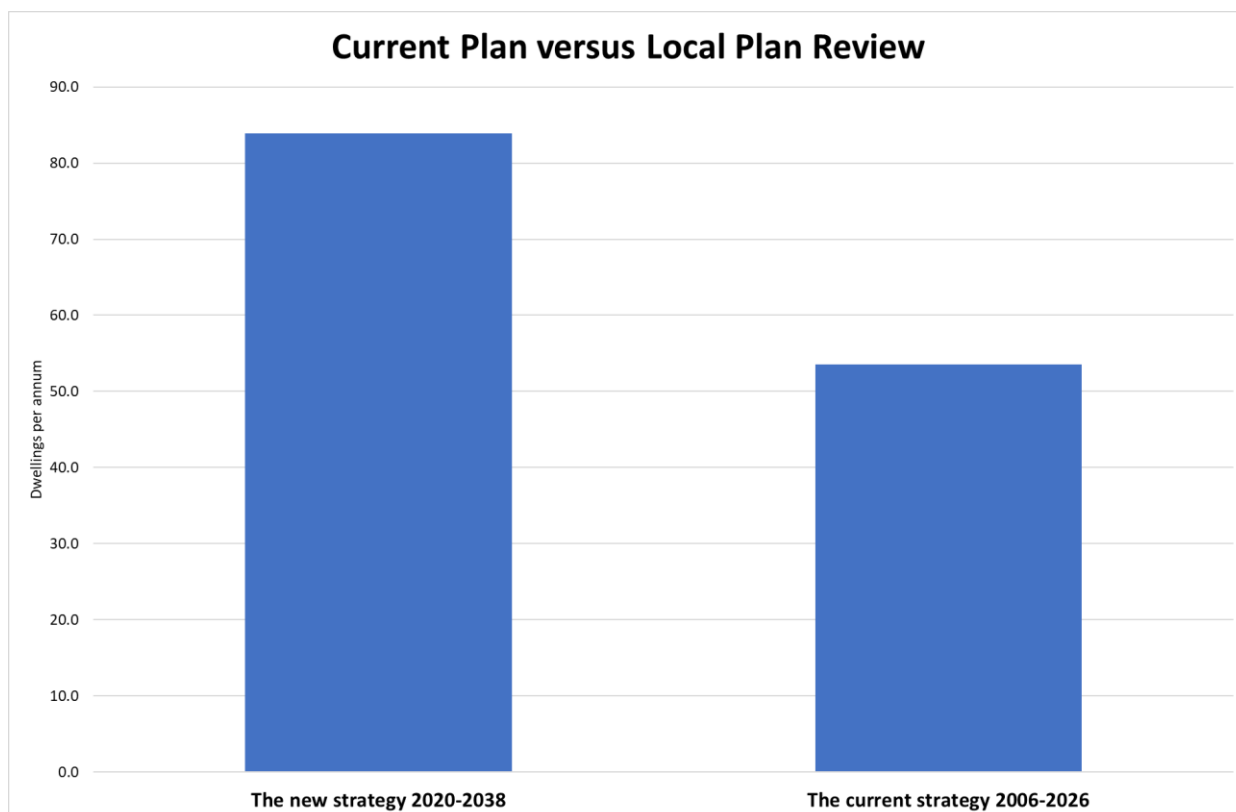


Figure 4. Wiltshire Core Strategy growth compared to Wiltshire Local Plan Review growth at Royal Wootton Bassett

28. The growth planned for Royal Wootton Bassett will help to maintain the vitality and viability of the town centre, increasing the available pool of local spending. Where development takes place is a key consideration. If it can be located as near to the centre as possible, this will help it to deliver greater self-containment.
29. Improvements to footpaths, cycleways and public transport can be provided in conjunction with development. Growth can be guided to help ensure continued investment in the town centre, in accordance with PSP3, PSP4 and PSP6 (above) that seek these outcomes.
30. The evidence suggests there will not be strong demand to develop additional retail floorspace. Opportunities for investment in the town centre may need to be driven by other sectors.

3. Local Plan Proposals

Protecting the environment

31. Royal Wootton Bassett is not significantly constrained in environmental terms when compared with other towns in the Housing Market Area. The town's location within the setting of the North Wessex Downs AONB, its topography to the northwest, and flood zones to the south are the main environmental constraints to outward expansion (see Figure 1). These are recognised in the strategy presented in the Local Plan.
32. Careful consideration has been given to the potential impacts of any new development on traffic congestion, town centre and air quality issues. For these environmental reasons, as well as benefits for town centre trade, 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?

33. From the scale of growth over the Local Plan period (1,340 homes) can be deducted homes already built at the town and those already in the pipeline. The number that 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 1,230 homes to be accommodated at Royal Wootton Bassett up until 2038.

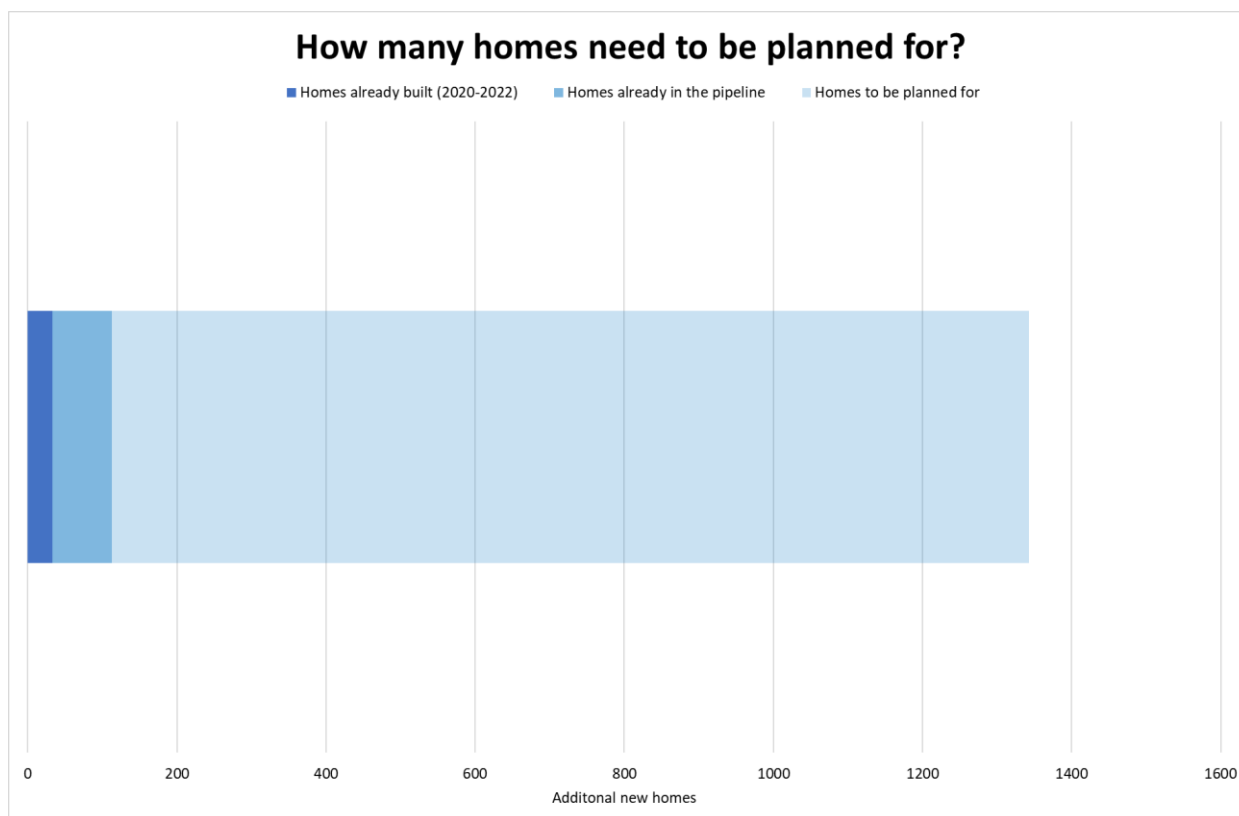


Figure 5. Calculating how many homes need to be planned for at Royal Wootton Bassett.

How much employment land?

34. Over the Local Plan period approximately 6.9 ha of employment land will be provided at Royal Wootton Bassett to meet the indicative demand, in line with the Employment Land Review.⁵ This includes remaining employment land at Templers Way and the Interface Industrial Estate, together with a new allocation for 1.8ha of employment land as a part of a mixed use allocation on Land at Midge Hall Farm (Policy 49).

Selecting sites

35. The supporting Site Selection Methodology⁶ sets out the process that was undertaken to select preferred sites. Appendix 2 outlines the detailed outcomes from this process for Royal Wootton Bassett and is briefly summarised below.

⁵ Wiltshire Employment Land Review Paragraph 6.4.7& Figure 6.15 (Hardisty Jones Associates, 2023)

⁶ Wiltshire Local Plan Site Selection Methodology, September 2023

36. The starting point for assessing sites is Wiltshire Council's Strategic Housing and Economic Land Availability Assessment⁷ (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 a significantly constrained area, such as flood zones 2 and 3. The assessment of sites at Stage 1 is listed in Table 11 within Appendix 2 setting out why sites were removed at this stage. Sixteen sites were removed from further consideration through Stage 1.
37. 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 likely that there would be significant likelihood of harm resulting from development of a site that could not be mitigated. Four sites were excluded from further consideration through Stage 2, the details of which are set out in Table 13 within Appendix 2.
38. There were nine sites which were considered suitable for further consideration and assessed as 'reasonable alternatives' for development to be assessed through Stage 3 of the site assessment – the sustainability appraisal. (See Figure 6 below).

⁷ Information about the [Strategic Housing and Employment Land Availability Assessment](#) can be found on the Council website.

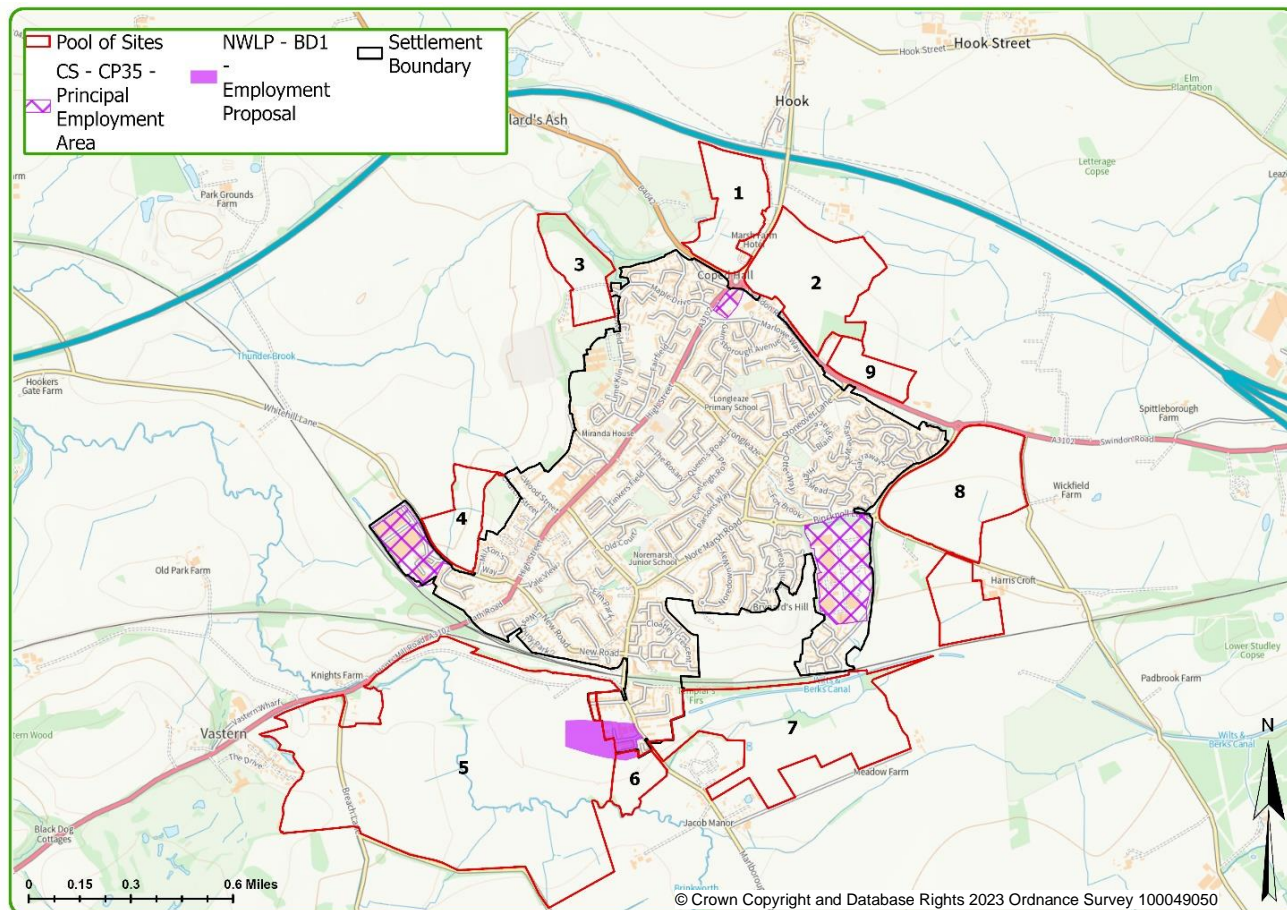


Figure 6. Pool of sites assessed through sustainability appraisal at Royal Wootton Bassett.

39. The sustainability appraisal assessed what likely significant effects development of a site could 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. The sustainability appraisal ranked sites based upon the magnitude of social, environmental and economic effects.
40. The sustainability appraisal process ranked sites by their social, environmental and economic effects. The full outcome from the sustainability appraisal is shown in Table 16 within Appendix 2, which shows that Site 4 was the most sustainable site from those that were assessed. The full sustainability appraisal assessments are contained with a separate report⁸. A summary of the outcomes from the sustainability appraisal for each of the nine sites summarising significant positive and negative effects for the 12 sustainability objectives can be found in Table 17 within Appendix 2.

⁸ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

41. The sustainability appraisal showed that none of the nine sites are considered likely to have 'major adverse effects' whereby mitigation would be unachievable. All sites had a range of potential negative environmental effects. All sites would need to be traffic impact tested with regard to Junction 16 of the M4 to determine any necessary safety, function and capacity enhancements.
42. In terms of rankings, Sites 4, 2, 5 and 8 are considered the most sustainable sites when assessed against objectives of the sustainability appraisal. Sites 1, 3, 6, 7 and 9 are considered the least sustainable. Broadly, whilst the sites have been individually assessed, there are similarities to the positive and negative effects and scoring outcomes are within similar margins.
43. Sites 2, 5, 7 and 8 score major positive effects in the housing and economic objectives as they have sufficient land to accommodate a significant number of dwellings, as well as the inclusive community objectives. Sites 4, 3, 6 and 8 score minor positive effects in relation to energy objectives. Broadly, all sites have scored moderate adverse and minor adverse effects against objectives of biodiversity, land, water, air and pollution, climate, heritage, landscape and transport.
44. Sites 4 and 2 performed slightly better on environmental objectives. Sites 5, 7 and 8 notably had moderate adverse landscape effects, as a result of development significantly extending the urban area to the south and south-east of the town in a sensitive location.
45. It is important to consider Sites 5 and 7 score moderate adverse relating to climate objective (including drainage issues), Site 6 scored minor adverse effect. It therefore may not be possible for large proportions of these sites to be developed for housing within Flood zone 1 and high-water levels, with large buffer zones required.
46. With regard to Sites 5, 6, and 7 these outline constraints related to the local highway network and impact of the railway line segregating the sites in order to provide connection to the town centre and beyond in combination with sustainable transport options. Evidence required that an access road and bridge over both the railway line and the flood plain is required, raising significant feasibility issues.
47. Site 1 achieves a similar sustainability appraisal score to the neighbouring site (Site 2), it achieves a score only two points less. The site benefits from being located to the north of the town (i.e., without the issues related to the railway

line, and less significant issues relating to landscaping or flood risk compared to southern sites) providing three moderate positive scores in housing, inclusive communities and economy and a neutral energy score.

48. Looking at the bottom five performing sites from the sustainability appraisal, all sites have weaknesses in highway and transport terms. The size of Site 9 means that it may not have capacity to incorporate suitable mitigation measures and mixed-use development.
49. Following assessment through the sustainability appraisal process, all nine sites were assessed by their performance against the Place Shaping Priorities, to determine the degree to which they could contribute towards achieving the outcomes identified as priorities for Royal Wootton Bassett – through Stage 4 of the site selection process. The results from this Stage 4 assessment are shown in Table 18 within Appendix 2. The nine Place Shaping Priorities (Table 4) were merged to form six Place Shaping Priorities categories to assist with the assessment and group similar themes.

Table 4 – Six Place shaping priority groups after being merged from the nine constituent PSPs that are set out in Table 3

Place-shaping priority group	Constituent PSPs
PSP 1 Housing and Infrastructure	PSP 1 Infrastructure needs
PSP 2 Employment	PSP 2 Employment Land PSP 6 Town Centre
PSP 3 Sustainable Transport	PSP 3 Sustainable Communities PSP 5 Railway connectivity
PSP 4 Highway Safety, Function, Capacity and Improvement	PSP 4 Transport
PSP 5 Landscape and Historic Setting	PSP 7 Historic Environment
PSP 6 Green and Blue Infrastructure	PSP 6 Green and Blue Infrastructure PSP 9 Canal Restoration

50. Looking at the ‘more sustainable’ sites assessed against the Place Shaping Priorities, performance rankings were similar across all sites. Site 2 (1st), Site 5 (2nd) and Site 8 (1st) all performed similarly well, as shown in Table 19. Site 4 (3rd), however, did not perform well in terms of scope for employment land, its connectivity to the town centre, and sustainable transport links to Swindon.
51. Site 1 resulted in a change in ranking from 5th following assessment through the sustainability appraisal, to 2nd following the assessment against the Place Shaping Priorities. Site 2 changed from 2nd to 1st, Site 3 changed from 6th to 3rd

and Site 8 changed from 3rd to 1st. All sites were considered to have weaknesses in terms of highways capacity and improvements.

52. Assessment of sites to the south of the railway line (Sites 5, 6 and 7) gave rise to issues in regard to both the objectives of the sustainable appraisal and the Place Shaping Priorities, with regard to the potential for integration and connectivity to the town centre and beyond, with sustainable transport being an issue for concern. The requirement for a bridge and access road would create feasibility issues for these sites. Broadly, sites to the north of the railway line do not have this issue and benefit from better connectivity to town centre, employment areas and the secondary school, subject to appropriate mitigation measures relating to sustainable transport.
53. The preferred sites for allocation were identified through a combination of assessment against the sustainability appraisal and the Place Shaping Priorities. The preferred sites, following assessment against the Place Shaping Priorities and sustainability appraisal, rank as follows - Site 1 (2nd and 5th); Site 2 (1st and 2nd); Site 3 (3rd and 5th); and Site 8 (1st and 3rd), as illustrated in Table 16 and Table 19. When these sites are considered in the context of the nine assessed sites, they are considered better performing when set against the combination of assessments against the sustainability appraisal and Place Shaping Priorities.
54. The results of the Stage 4 Place Shaping Priorities SWOT analysis led to a broad choice for the allocation of sites between the sites to the north and sites to the south of the town. The railway line is a clear barrier to integration. The sites in the south, across the railway line are limited due the need for the delivery a new connecting access road with likely feasibility issues (including a significant bridge that would need to span the electrified railway line and flood plain) and landscape / flood risk issues. Evidence indicates that sites to the north of the town have greater scope for connectivity to the town centre (subject to mitigation measures). Landscape impacts and flood risk issues are also not as significant in the northern sites (subject to mitigation), in comparison to the southern sites.
55. Overall, the site selection assessment identifies that all sites to the south of the railway perform poorly in highway and transport terms due to their distance from the town centre, constraints of the local highway network to connectivity and accessibility to the town centre and beyond, as well as sustainable transport constraints. With a road and bridge over both the railway and flood plains required, this raises feasibility issues for Sites 5, 6, and 7. Transport evidence indicates that an extension would be inaccessible to the existing urban area;

additional crossings expensive and difficult to achieve; and existing crossings inadequate and difficult to improve. The delivery of the necessary bridge infrastructure would require the availability of third-party land, and following land availability investigations the landowner has confirmed the land is not available for such a purpose. Furthermore, wide buffers in the floodplains of tributaries would require reduced capacity for development. With regard to Site 6, the site lies within the odour/fly buffer zone of a sewage treatment works and is therefore alone unsuitable for housing development.

56. For the reasons set out above, most of the sites located to the north of the railway line perform better overall, despite some weaknesses identified against the sustainability appraisal objectives and Place Shaping Priorities.
57. Site 4 is relatively small which generally limits development potential. Similarly to Sites 5, 6, 7 and 8, it is a distance away from the town centre on the periphery of the town with limited potential to use, and improvements required for, sustainable transport modes. Enhancement of walking, cycling and bus stop infrastructure along Whitehill Lane and High Street would be required, whilst there are limited opportunities for sustainable and active transport improvements relating to Church Street and the vicinity. Like all sites to the south of the railway, Site 5's score is dependent on the delivery of a new road/bridge, and while it is large, its capacity would be reduced due to the need for landscape and flood risk mitigation.
58. Sites 2 and 8 generally score well against the Place Shaping Priorities but will have limited opportunities to mitigate levels on traffic congestion. However, they could both deliver mixed-use and necessary mitigation measures due to their size, so are considered appropriate for allocation through the Local Plan.
59. While Site 3 is also relatively small, it could provide a small-scale extension to the town and be well contained in the landscape and accessible to facilities, existing employment and the town (subject to mitigation), so is also considered appropriate for allocation.
60. With regard to Site 1, it ranks 2nd when assessed against the PSPs and 5th through assessment against the objectives of the sustainability appraisal. The site is located on the periphery of the town, close to existing employment and with opportunities to improve sustainable transport access. Site 1 could also provide green infrastructure improvements and is a good-sized site to develop a mix of uses, comprising a range of housing and supporting infrastructure. This contrasts with the sites south of the railway line (Sites 5, 6 and 7) where

there are feasibility issues related to the need for expensive mitigation in the form of access roads and a bridge across floodplains.

61. As a result of the Place Shaping Priorities analysis and sustainability appraisal, Sites 1, 2, 3 and 8 are proposed for allocation in the Local Plan:

- Site 1: Land at Marsh Farm
- Site 2: Land at Midge Hall Farm
- Site 3: Land West of Maple Drive
- Site 8: Land at Woodshaw

62. The methodology and detailed assessments made in the site selection process are further illustrated in Appendix 2. The full Sustainability Appraisal Report is set out within a separate report⁹.

What development is proposed?

63. The preferred sites will contribute approximately 1,080 homes to meeting the residual requirement of 1,230 homes. In due course, a review of the Royal Wootton Bassett Neighbourhood Development Plan is intending to allocate additional land for development (as below). 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.

64. The Employment Land Review identified the need for additional employment land in the M4/Swindon Functional Economic Market Area. The revised spatial strategy for Royal Wootton Bassett identifies a total of approx. 6.2 ha of additional employment land for the town. There is current supply of 5.1ha in total at the Templars Way allocation and on the Interface Industrial Estate, so the Local Plan proposes an additional employment land requirement of 1.8 ha. In combination, the proposed site allocations can meet the scale of residual requirements for both new homes and employment that should be planned for.

65. Land at Junction 16 close to Swindon has been promoted for employment use. However, this would not be well located to the Town and there are significant constraints on capacity at Junction 16.

⁹ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

Site 1: Land at Marsh Farm

Table 6 - Site 1: Development proposals on Land at Marsh Farm

Use	Scale/Area
Residential	Approximately 150 homes
<p>Development restricted to central section of the site with undeveloped areas to the north, east and south.</p> <p>The site is to be served by way of a single access from the B4042 Malmesbury Road with secondary access points from Hook Street tested at application stage.</p> <p>Improvements to cycling and walking routes through the site to link to the existing network</p>	

66. This greenfield site lies on the northern edge of Royal Wootton Bassett, within the parish of Lydiard Tregoze. The site is relatively flat with some gentle contours. The site is currently in agricultural use. It is situated on land around the Gerard Buxton Sports Ground, lying to the north-east of the B4042, extending northwards to the M4 motorway beyond which lies the Small Village of Hook. There is varied landscaping around the site's perimeter, with hedges demarcating the existing field pattern and some mature trees. There is a Tree Preservation Order existing on a group of trees on the northern part of the site. The Jubilee Lake Local Nature Reserve lies to the south-west of the site. The south-eastern edge of the site adjoins a Grade II Listed property at Marsh Farm Hotel.
67. The main role of this site 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.
68. The site is reasonably well connected to the town centre; approximately 1km for walking and cycling and there are already regular bus services on Malmesbury Road. Residents would be able to visit the town centre through sustainable transport modes, which would help to increase footfall and boost local trade. There are food store facilities and the Coped Hall Principal Employment Area within walking distance. The allocation is in strong alignment with the Place Shaping Priorities for housing and infrastructure, employment, green and blue infrastructure, and to a lesser degree sustainable transport choices.

69. The scale of proposed housing will provide good scope to provide a mix of housing types, including a proportion of affordable homes (PSP1).
70. Evidence establishes potential for a range of negative effects that will be mitigated as follows:
- Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. The site partly adjoins the M4 motorway and the B3102 which could give rise to noise and vehicular emission impacts. This would need to be mitigated through appropriate site design and layout, including buffers and landscaping.
 - The setting of the Grade II Listed Marsh Farm Hotel building will need to be respected in the site layout.
 - In landscape terms, development to the north should be limited to retain separation with the village of Hook. On-site, hedgerows and trees should be maintained to contribute to the local green infrastructure network including buffers to development to maintain separation from Hook and the rural landscape to the north of the M4 motorway.
 - Works would be required to the highway of the B4042 to provide tunnels for newts and other wildlife to move between the on-site green spaces and the County Wildlife Site.
 - On-site green spaces are required to take recreational pressure off the County Wildlife Site and Local Nature Reserve at Jubilee Lake.
 - An alternative access point on the road to Hook or secondary lower grade access from the B4042 should be tested at application stage.
 - Widening of footway on northern side of Malmesbury Road is required to meet Local Transport Note (LTN) 1/20 standards.
 - Improvement or replacement of existing controlled pedestrian crossing and improved cycle access to Old Malmesbury Road.
 - Enhancement of bus stops on Malmesbury Road and/or Marlowe Way.
 - Improvement of connectivity to Marlowe Way bus stops.
 - Development proposals to investigate on site low carbon energy generation to reduce pressure on local substation.
 - Potentially, investments into wastewater disposal infrastructure and water supply may be needed to deliver growth at the town and contributions from development may be needed depending on operator requirements.
 - 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.

- Further investigation is needed into the survival and extent of ridge and furrow earthworks in the eastern site area. Mitigation could involve avoiding ridge and furrow earthworks in site layout.
- Site to provide funding contributions to education, for additional early years, primary and secondary education places. Funding contributions for healthcare provision and infrastructure must also be sought.
- Contribution towards a Royal Wootton Bassett Transport Strategy and towards extensions and connections to the proposed Swindon to Royal Wootton Bassett cycle route.

Site 2: Land at Midge Hall Farm

Table 7 - Site 2: Development proposals on Land at Midge Hall Farm

Use	Scale/Area
Residential	Approximately 415 homes
Employment	Approx 1.8 ha
Education	2 Form Entry Primary School and nursery
Retail/Service	Local Centre
<p>Site to be accessed via A3102 Swindon Road and C414 Coped Hall Road.</p> <p>Improvements to internal and external cycling/walking routes and infrastructure, and re-routing of bus service.</p> <p>Reduction of developable area required to avoid coalescence and encroachment into the rural area to the north of the M4, heritage asset impacts and maintain buffer to M4 motorway.</p> <p>Internal flood risk mitigation and foul water sewer buffering required.</p>	

71. This greenfield site lies on the northern edge of Royal Wootton Bassett, within the parish of Lydiard Tregoze. The site is relatively flat with some gentle contours. The site is currently predominantly in agricultural use, and also includes a copse of woodland close to the adjoining property - Elmcroft. Some overhead cables cross part of the site. The site lies to the north of the A3102 Swindon Road and to the north lies the Midge Hall Farm complex, close to the M4 motorway. Midge Hall is a Grade II Listed property. The southern edge of the site is characterised by the existing built edge of the settlement comprising residential and commercial uses. The western edge of the site abuts a Grade II

Listed property at Marsh Farm Hotel. There is varied landscaping within and around the site's perimeter, with hedges demarcating the existing field pattern and some mature trees. A Scheduled Monument at Church Hills borders the site's southern edge. The site is intersected by several public rights of way.

72. An imbalance of homes and jobs is a key issue at Royal Wootton Bassett. Providing additional employment land is an important component of development that helps to address this. The site is of sufficient size to enable provision of up to 1.8 ha of employment development.
73. As with Site 1, this site is reasonably well located in terms of access to the town centre and the potential for sustainable travel modes, with bus stops approximately 150m away via on site public rights of way. It is also well related to existing and new homes, as well as businesses at Coped Hall Principal Employment Area. There is also a relatively new supermarket on the opposite side of the A3102, which would significantly enhance the sustainability of the site. The proposal supports Place Shaping Priorities for housing and infrastructure, employment, green and blue infrastructure, and scores neutral when tested through the sustainability appraisal against sustainable transport choices. Additional mitigation may be required against levels of congestion on the local road network and town centre.
74. Therefore, in terms of non-car modes of travel, the development must directly improve bus, pedestrian and cyclist infrastructure to improve access to the town centre, local schools, Swindon and beyond. This will be a critical requirement for this development.
75. Land for a new 2 Form Entry Primary School and nursery is to be reserved on site to meet education requirements from new development at the town.
76. A local centre is also proposed to be part of the development.
77. Evidence establishes potential for a range of negative effects that will be mitigated as follows:
 - The site is close to the M4 motorway and the B3102 which could give rise to noise and vehicular emission impacts and may need to be mitigated through appropriate site design and layout.
 - Recreational pressure on local wildlife sites and nature reserves is to be mitigated through on-site natural green spaces that could aid the delivery of a strategic network of green and blue infrastructure.

- Landscape buffers to the M4 to the north and Midge Hall will be required to mitigate impacts such as coalescence with Hook and on the Grade II listed building.
- Retention of hedgerows and trees as part of a mature landscape framework that contributes to the local green infrastructure network and provides appropriate buffers to development.
- Further investigation will be needed into the survival and extent of water meadows within the site. Mitigation could involve avoiding water meadows in site layout and incorporating historic landscape elements such as field patterns, hedgerows and mature trees.
- Retention of public footpath links through the site.
- Buffers to watercourses and sewer crossing the site.
- Improvements to the No.55 bus service is key to the sustainability of the site in the early phases and includes enhancement of and connectivity to bus stops on Marlowe Way. Later phases of development may require partial diversion of the 55 service with bus stops internal to the site.
- There is little or no pedestrian/cyclist infrastructure along Swindon Road and this will need to be directly addressed by the development. This must include incorporation of footpaths LTRE 15 and 16 into the masterplan; improvements to Public Rights of Way WBAS11 and widening of the footway on northern side of Swindon Road to meet LTN 1/20 standards.
- Provision of a controlled pedestrian crossing and improved cycle access to the A3102 leading to the High Street will also be required.
- Land for a new 2 Form Entry primary school and nursery is to be reserved within the development.
- Development proposals to investigate on site low carbon energy generation to reduce pressure on local substation.
- Potentially, investments into wastewater disposal infrastructure and water supply may be needed to deliver growth at the town and contributions from development may be needed depending on operator requirements.
- 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.
- Site to provide funding contributions to education, for additional early years, primary and secondary education places. Funding contributions for healthcare provision and infrastructure.
- Contribution towards a Royal Wootton Bassett Transport Strategy and towards extensions and connections to the proposed Swindon to Royal Wootton Bassett cycle route.
- Deliver significant investment in foul water capacity in the area.

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

Planning For Royal Wootton Bassett

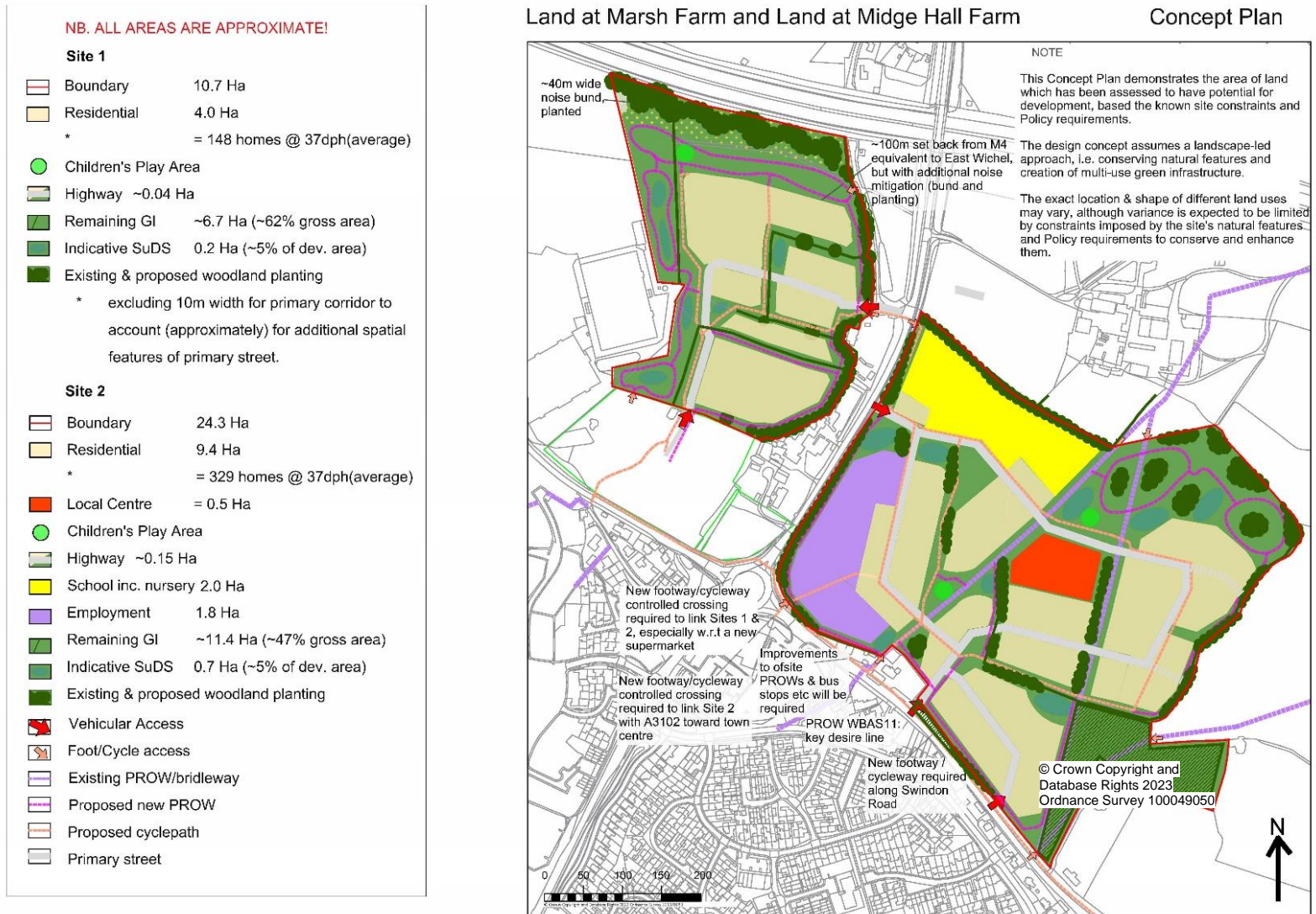


Figure 7. Concept plan for Land at Marsh Farm and Land at Midge Hall Farm

Site 3: Land West of Maple Drive

Table 8 - Site 3: Development proposals on Land West of Maple Drive

Use	Scale/Area
Residential	Approximately 70 homes
<p>Primary vehicular access to be provided from Maple Drive. Secondary access via unclassified Lucerne Close (in the absence of evidence that access from Maple Drive/Showfield is possible).</p> <p>Development should be restricted to land which does not comprise habitat mosaic, namely arable/improved grassland; and housing set back accordingly from the site boundary with Royal Wootton Bassett Academy taking into account and respecting adjacent school uses.</p> <p>Development of the northern part of the site is to be avoided in the interest of protecting woodland and the landscape setting of Jubilee Lake. Development heights to be in line with treed skyline. Mature landscape framework required so development contributes to local green infrastructure network.</p> <p>Improvements to cycling and walking routes though the site to link to the existing network.</p>	

79. This greenfield site lies on the north-western edge of Royal Wootton Bassett, in the parish of Royal Wootton Bassett. The site is currently in agricultural use and is formed of two land parcels to the north and south of an access track serving Red Lodge, from Lucerne Close. The site slopes down to border the Jubilee Lake Local Nature Reserve and Jubilee Lake Fields County Wildlife Site on the north-eastern edge and is bordered by a mix of trees and hedgerows. To the south of the site lies Royal Wootton Bassett Academy.
80. The main role of the site 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.
81. The site is reasonably well connected. Access to the town centre is within a reasonable 1km walking distance, but alternative employment opportunities are further afield and may be reached either by cycling or bus transit. Bus services are available but approx. 500m away at Laburnum Close. Additional mitigation may be required to mitigate against levels of congestion on the local road network and town centre. Walking and cycling infrastructure improvements

would be required from new development, linking with public rights of way within the site.

82. The site performs well against the Place Shaping Priorities to provide housing and infrastructure (PSP1), Green and Blue Infrastructure (PSP6) and scores neutral against sustainable transport, employment and landscape.
83. Residents could visit the town centre through sustainable transport modes, which would help to increase footfall and boost local trade. The site can be developed with due consideration given to a landscape buffer to the north and linking with the green/blue infrastructure network.
84. Evidence establishes potential for a range of negative effects that will be mitigated as follows:
 - Noise impact assessment required due to adjacent business use.
 - Delivery of a vehicular access primarily from Maple Drive / Showfield and secondary from Lucerne Close. It will be necessary for the access to cross third party land.
 - Enhancements to existing pedestrian infrastructure to accommodate cyclists within existing and available green verge.
 - Provision of a crossing facility to access pedestrian cyclist infrastructure on the eastern side of the road (Maple Drive).
 - Replacement/enhancement of existing but unused bus stop provision on Maple Drive and extension of bus service to provide a minimum hourly service between the site and Swindon.
 - Retain hedgerows and trees as part of a mature landscape framework that contributes to the local green infrastructure network and provides appropriate buffers to development.
 - Retain public footpath links through the site.
 - Development proposals to investigate on site low carbon energy generation to reduce pressure on local substation.
 - Potentially, investments into wastewater disposal infrastructure and water supply may be needed to deliver growth at the town and contributions from development may be needed depending on operator requirements.
 - 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.
 - Avoid development in the north of the site where it would remove woodland and alter the landscape setting of Jubilee Lake green space.

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- Site to provide funding contributions to education, for additional early years, primary and secondary education places. Funding contributions for healthcare provision and infrastructure.
- Contribution towards a Royal Wootton Bassett Transport Strategy and towards extensions and connections to the proposed Swindon to Royal Wootton Bassett cycle route.
- Deliver significant investment in foul water capacity in the area.

Planning For Royal Wootton Bassett

Land West of Maple Drive

Concept Plan

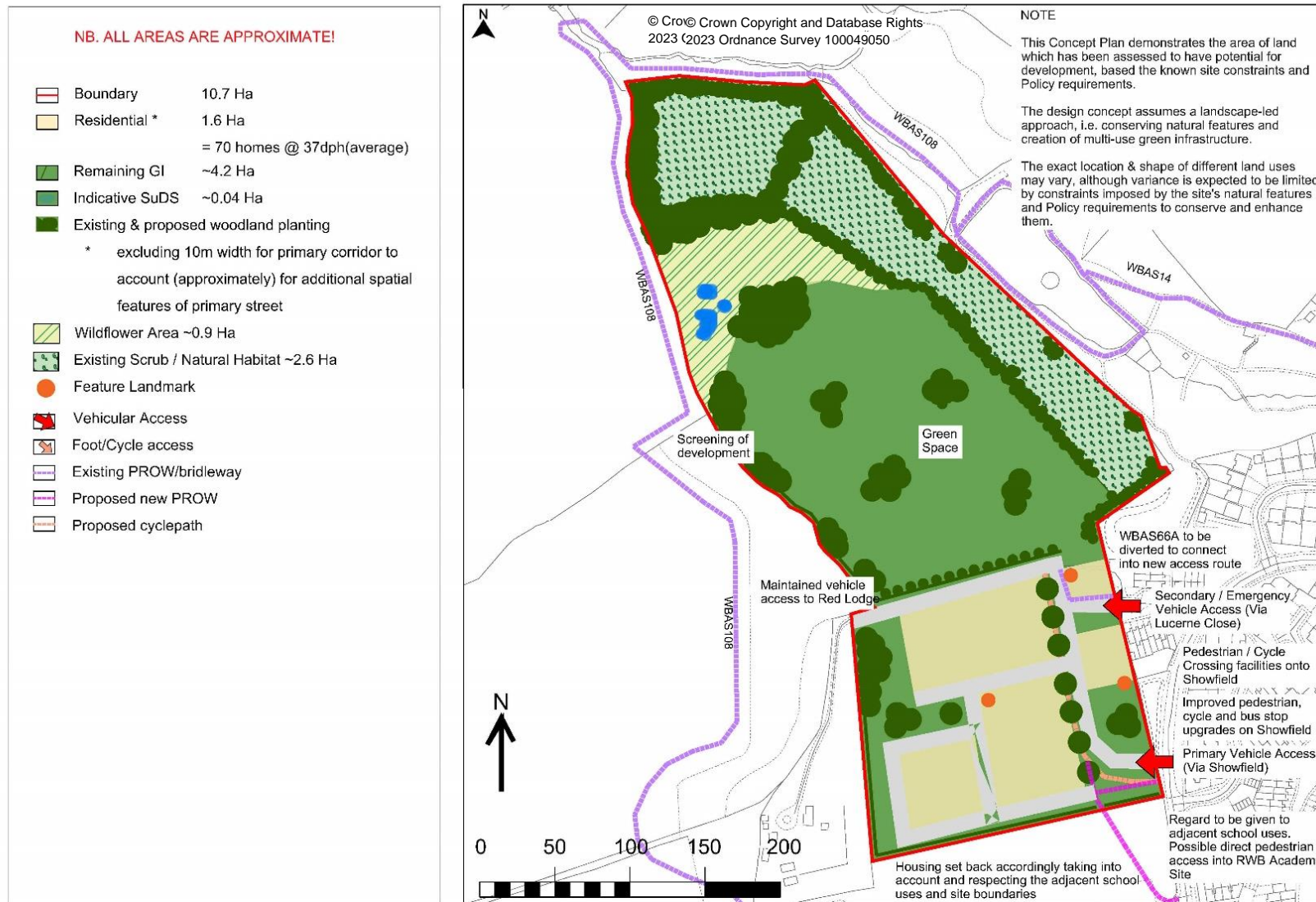


Figure 8. Concept plan for Land West of Maple Drive

Site 8: Land at Woodshaw

Table 9 - Site 8: Development proposals on Land at Woodshaw

Use	Scale/Area
Residential	Approximately 445 dwellings
Education	Full Day Care Nursery 0.4ha
Other	Park & Ride Facility
<p>Multiple access points are required into the development.</p> <p>Strong landscape buffer required along eastern and southern boundaries and network of green and blue infrastructure.</p> <p>Improvements to walking and cycling infrastructure and contributions to improved bus service.</p>	

85. This large greenfield site lies on the eastern edge of Royal Wootton Bassett, within the parish of Royal Wootton Bassett. The site is formed by a number of field parcels at Bincknoll and is relatively flat with some contours, predominantly in agricultural use with a mix of hedgerows and trees demarking the field boundaries. The southern part of the site assessed through Stage 4 surrounds an equestrian livery use and is bordered on its southern edge by the railway line serving Royal Wootton Bassett. Several public rights of way cross and border the site. Part of the southern area is recorded as being within Flood zone 2, and there are a small number of ponds within the site boundary. The southern part of the site is also located close to a scheduled medieval rural settlement, and two Grade II listed heritage assets. These factors mean that the southern part of the site has not been taken forward.
86. The main role of this site 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 site scores well against PSP1 in this regard.
87. Royal Wootton Bassett town centre is within 1.3 - 2km of the site's nearest and farthest boundaries. The site is large and has relatively good access to the existing public transport network but this will require further enhancement. As a result of town council and other community group interest for transport improvements, the developer is proposing a park and ride facility which could be incorporated into transport planning for the town, subject to further assessment.

Multiple access points will be required for this development, and also improvements to walking and cycling infrastructure. Overall, the site scores well against PSP3 (sustainable transport) but additional measures may be required to mitigate for congestion on the local road network and town centre. The site is reasonably well located to Interface Industrial Estate and scores well against PSP3 (employment). It could deliver new areas of green infrastructure and footpath connections, serving to address PSP6.

88. Given the distance to educational facilities in the town, the site should be delivered with additional education facilities. As a minimum this would require land reserved for a full day care nursery of 0.4ha.
89. Development would affect the landscape and historical setting of the town and result in development within the gap between the town and Swindon. This could be successfully mitigated to an acceptable level by way of buffering the eastern and southern boundaries.
90. The site is located within a 100m buffer of a Scheduled Monument and associated earthworks traverse the western buffer area. Development must mitigate any impacts on Lower Woodshaw Farmhouse.
91. Part of the site adjoins a busy railway line which is likely to give rise to noise impacts, and would require assessment and design mitigation, potentially including physical separation from constraints.
92. Evidence establishes potential for a range of negative effects that will be mitigated as follows:
 - A noise assessment (railway line) must inform development proposals.
 - Multiple access points will be required for this development.
 - Enhancement of the 99 bus service will be required to increase capacity of bus transit in the area with additional bus stops to ensure residents have access to a bus stop within 400m.
 - Capacity enhancement of the A3102 roundabout required to the north of the site, subject to achievability and feasibility.
 - Sustainable travel incentives should be put in place to avoid this modal trip choice.
 - Delivery of footway/cycleway provision along the site frontage, connecting into Garraways and Swallows Mead via controlled pedestrian/cyclist crossings and enhancing the route to the town centre to accommodate

cyclists. Direct connection into the proposed Royal Wootton Bassett to Swindon Cycle route.

- Land for a full day care nursery must be reserved.
- Careful location of development and landscaping will be required to mitigate the impacts on Lower Woodshaw Farmhouse and landscape effects overall, by limiting development in the south and east of the site and provision of landscape buffers, retention of hedgrows and trees and public footpath links through the site.
- Green spaces required to reduce density of visitors at Morningside Farm County Wildlife Site. Existing priority habitat will not be suitable for green space.
- A newt mitigation plan is required. Overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- Potentially, investments into wastewater disposal infrastructure and water supply may be needed to deliver growth at the town and contributions from development may be needed depending on operator requirements.
- Development proposals to investigate on site low carbon energy generation to reduce pressure on local substation.
- 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.
- The site must provide funding contributions to education, for additional early years, primary and secondary education places. Contributions are required to fund secondary school expansion.
- Funding contributions for healthcare provision and infrastructure will be required.
- Contribution required towards a Royal Wootton Bassett Transport Strategy and towards extensions and connections to the proposed Swindon to Royal Wootton Bassett cycle route.

Planning For Royal Wootton Bassett

Land at Woodshaw

Concept Plan

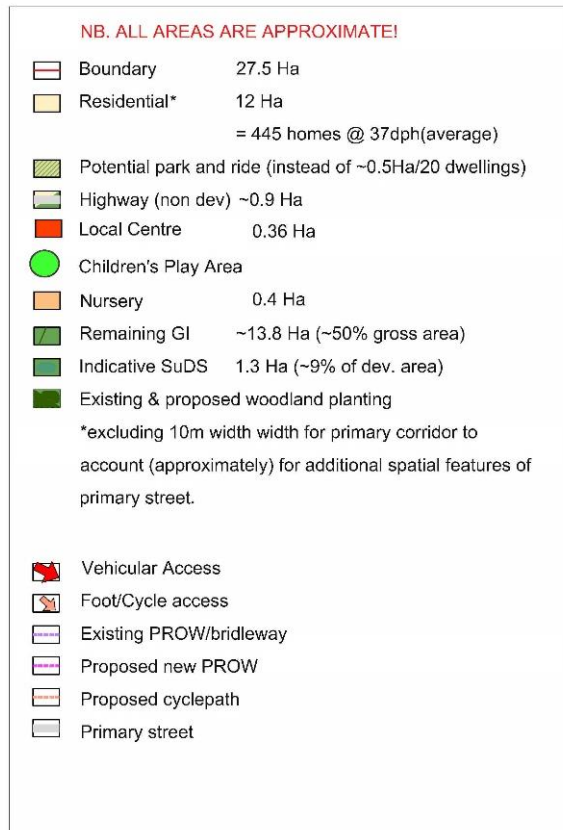


Figure 9. Concept plan for Land at Woodshaw

Supporting the town centre

93. 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 areas will operate over the Local Plan period.
94. 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 town centre hierarchy is largely consistent with the settlement hierarchy. Royal Wootton Bassett is defined as a Market Town in the town centre hierarchy. They are large shopping and service focused centres with smaller catchments. The town centre boundary and primary shopping area can be found on the policy map.
95. The 2020 Wiltshire Retail and Town Study reviewed these boundaries and found them to be up to date. The primary frontage extends along the northern side of High Street between its junction with Wood Street and the Iceland store. It also includes the Borough Fields Shopping Centre. The defined secondary frontage encompasses a wider area including the surface level car park adjacent to the Borough Fields Shopping Centre and a wider extent of High Street from the junction with Rope Yard in the south and up to the junction with Borough Fields in the north.
96. The defined town centre area is entirely covered by a conservation area, extending along High Street from Lime Kiln Road and Whitehill Lane. High Street is a reasonably wide and attractive street which is lined by many attractive two and three storey properties along its entire length. Many of these properties are pre-war and a reasonable proportion of these are nationally listed. One of the most iconic buildings in the town centre is the Town Hall Museum which is in the southern part of High Street in the central part of the highway. Royal Wootton Bassett Town Council also run a weekly street market on High Street every Wednesday.
97. In terms of retailing, the proportion of convenience goods retailers has risen from below the national average in 2012 to become commensurate with the average in 2020. The trend for comparison goods retailers and service uses has followed the national trend over the past several years with the former declining and the latter increasing. In 2020, they were both above their respective national averages.

98. Overall, Royal Wootton Bassett is a reasonably healthy town centre with retail vacancies falling and the trend in the proportion of different types of retail and service uses follows the national average. Shopping patterns associated with the town will always be influenced by Swindon and, to a lesser extent, Chippenham. Evidence suggests a continued large level of leakage primarily to Swindon, which is inevitable given the amount of retail floorspace in that settlement.
99. With the introduction of the new out of centre ALDI food store, there is not any forecast quantitative capacity for additional floorspace. The introduction of the ALDI food store has made a material improvement in qualitative terms, albeit in an out of centre location, but there is a continued significant leakage of trips to nearby Swindon. This would suggest the potential for additional provision to reduce some of this leakage although care needs to be taken to ensure that the health of the town centre is protected. In relation, comparison goods shopping provision and the ability of Royal Wootton Bassett to make any meaningful additions will be constrained by the influence of the higher order centres of Swindon and Chippenham, and as such there is limited opportunity for additional floorspace.

4. How will growth be delivered?

100. Landowners, businesses, and housebuilders will be 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

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

102. The Local Plan sets out a series of Place Shaping Priorities for Royal Wootton Bassett that have been devised in consultation with Royal Wootton Bassett 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.
103. In order to assist in the production of neighbourhood plans, Wiltshire Council is also required to provide a scale of housing to plan for. Sites allocated through neighbourhood plans generally contribute towards meeting the overall of scale of growth set by the Local Plan, as well as meeting local housing 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.
104. 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 hectare¹⁰.
 - 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.
105. The Royal Wootton Bassett Neighbourhood Development Plan (2017-26) was 'made' on 24 April 2018. The neighbourhood plan's policies in Section 4 support infill development and additional employment and mixed-use development but do not allocate new sites as the Core Strategy requirements had been met for new homes. Section 3 of the neighbourhood plan supports new or improved community facilities, and new and retained shops in the town centre.
106. 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

¹⁰ National Planning Policy Framework (2021), Paragraph 69, MHCLG

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.

107. There are no other Local Service Centres or Larges Villages within the Royal Wootton Bassett neighbourhood area (parish boundary) that have their own separate indicative rural housing requirements¹¹. Ten per cent of the scale of growth proposed in the Local Plan suggests a baseline requirement of 134 dwellings. The neighbourhood plan is being reviewed and there is an appetite to allocate sites. The neighbourhood area designation includes Royal Wootton Bassett 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. 150 dwellings is considered appropriate for the town.
108. 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.

Royal Wootton Bassett neighbourhood area requirement (2020 to 2038)	150
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Local Infrastructure

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

¹¹ Neighbourhood area requirements for the rural parishes are calculated separately, as set out within the Rural Housing Requirements Methodology paper.

Education

110. There are some surplus places in the existing schools, but to accommodate the residual housing figure, a new 2 Form Entry primary school with 60 early years places, nursery, will be required and located at the Midge Hall Farm site. The Lower Woodshaw site has been identified as suitable site to provide an independent primary school and full day care nursery.
111. The secondary school is already full, but there is sufficient land to extend the school. Financial contributions would enable an extension to provide additional places.

Highways and sustainable transport

112. Royal Wootton Bassett is well served by the A3102 which provides a direct link to Chippenham and Swindon, and the M4 Junction 16. These routes benefit from a regular bus service to Chippenham and Swindon with recent investment in ultra-low emission buses. The nearest rail station is at Swindon although long-term ambitions exist to establish a rail station at Royal Wootton Bassett. At present, delivery of a station cannot be guaranteed and hence each of the Royal Wootton Bassett sites' sustainability is not prejudiced by the proposals. Should delivery and policy positions change, and should the station come forward in a timely manner, then contributions may be sought to deliver connectivity to the station by walking and cycling facilities.
113. Current transport constraints/concerns include:
 - Royal Wootton Bassett does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, although significant new development would feed into existing networks causing additional air quality pressure. Specific measures may need to be put in place to mitigate the additive impact of development.
 - All sites within Royal Wootton Bassett will need to be impact tested at Junction 16 of the M4 to determine the need for any capacity enhancements. Initial assessments have suggested the potential for on-line queuing, which may either need resolving through revised slip design and/or assessment using National Highways VISSIM model to establish what may be achieved within the junction circulatory through improvements to the existing MOVA traffic light system.

- Other points of concern on the network include the A3102/Binknoll Lane roundabout (near Churchill Pub and Grill) and impact upon the High Street.

114. 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, and promote sustainable transport and active travel, such as new and improved bus routes and pedestrian and cycling routes.

Health and social care

115. Royal Wootton Bassett is served by two GP surgeries, subject to a severe provision gap. This is to be partly rectified by the internal redevelopment of New Court Surgery. Development should avoid placing additional pressure on local health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, and in avoiding negative impacts on health provision.

Utilities

116. The electricity supply infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained. With the uptake of low carbon technology and the move towards net zero, there are estimates that energy demand could almost treble by 2050. This increased pressure on the system is something Scottish and Southern Electricity Network (SSEN), as Distribution Systems Operator, is working on to manage new capacity. Solutions may include flexible connections, decentralised renewable energy generation and distribution, and further investment to reinforce the current infrastructure.

117. Development will need to be connected into a local substation which is constrained. If development generated energy on site, then this would result in reduced dependency on SSEN supply.

118. It is considered that the current energy infrastructure at Royal Wootton Bassett can cope with the increased demand, reducing the cost associated with reinforcing the grid. However further evidence is required to confirm this and ongoing dialogue with SSEN will be required to ensure connectivity to the National Grid.

119. Thames Water supplies water and deals with wastewater for Royal Wootton Bassett. The area covered by Thames Water 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 development and occupation of new sites. According to the operator, apart from the need for local reinforcements, there is a wider issue with supply capability in this area. In the near future (10 years) there is potential for abstraction licence reduction at the source feeding this area, which would only enable Thames Water to support current demand for water in this area. It is highly likely that large scale growth will require a major infrastructure development project to enable Thames Water to support new and existing customers. This will take a significant time to develop and deliver (3-5 years) and so early engagement is imperative.
120. With regard to sewage treatment works capacity, parts of Royal Wootton Bassett are served by Thames Water and parts are served by Wessex Water. It is advised that investment in infrastructure in Royal Wootton Bassett will be required, and further appraisal would be needed. Recent improvements have been designed and approved for construction to improve foul network operation north of the railway, but these do not consider further development of the scale planned at Royal Wootton Bassett. Significant improvements are likely to be required.
121. Sites proposed for development at Royal Wootton Bassett fall partly into Source Protection Zone 2c and Drinking Water Safeguarding Zones. Consultation with the Environment Agency could be required to determine the likely effects of development within the areas identified within Source Protection Zones.
122. The approach to securing infrastructure provision from new development is set out within Local Plan Policy 5 (Securing Infrastructure Provision from New Development), with site specific requirements that are applicable to Royal Wootton Bassett and its proposed allocation sites set out within Policy 47 (Royal Wootton Bassett Market Town), Policy 48 (Land at Marsh Farm), Policy 49 (Land at Midge Hall Farm), Policy 50 (Land West of Maple Drive) and Policy 51 (Land at Woodshaw).

Appendix 1 Policy Review

Table 10 – Wiltshire Core Strategy policy review for Royal Wootton Bassett policies

Policy	Title	Retained, Replaced or Deleted
<i>Wiltshire Core Strategy (WCS)</i>		
Wiltshire Core Strategy: Core Policy 19	Spatial Strategy for the Royal Wootton Bassett and Cricklade Community Area Principal Employment Areas: Whitehill Industrial Estate, Interface Industrial Estate and Coped Hall Business Park.	Replaced by Policy 47 (Royal Wootton Bassett Market Town) which sets out how development at Royal Wootton Bassett is envisaged to take place over the Local Plan period.
<i>North Wiltshire Local Plan, saved policies</i>		
North Wiltshire Local Plan Policy H2	Allocated Residential Sites Rugby Club, Stoneover Lane, Wootton Bassett (100 dwellings)	Deleted. The policy allocated twenty-two sites to meet strategic housing requirements. This site has been delivered.
North Wiltshire Local Plan 2011 Policy BD1	Allocated Employment Sites Templars Way, Wootton Bassett (3.44 ha)	Deleted and Replaced by Policy 47 (Royal Wootton Bassett Market Town). Land allocated for employment use at Templars Way. Remaining parts of the site retained for employment purposes, as recommended through the Employment Land Review.
North Wiltshire Local Plan 2011 Policy R1	Town centre primary frontage areas	Deleted and Replaced with Policy 68 (Managing Town Centres). The policy is area specific and is replaced by the new Wiltshire-wide managing town centres policy, which identifies a town

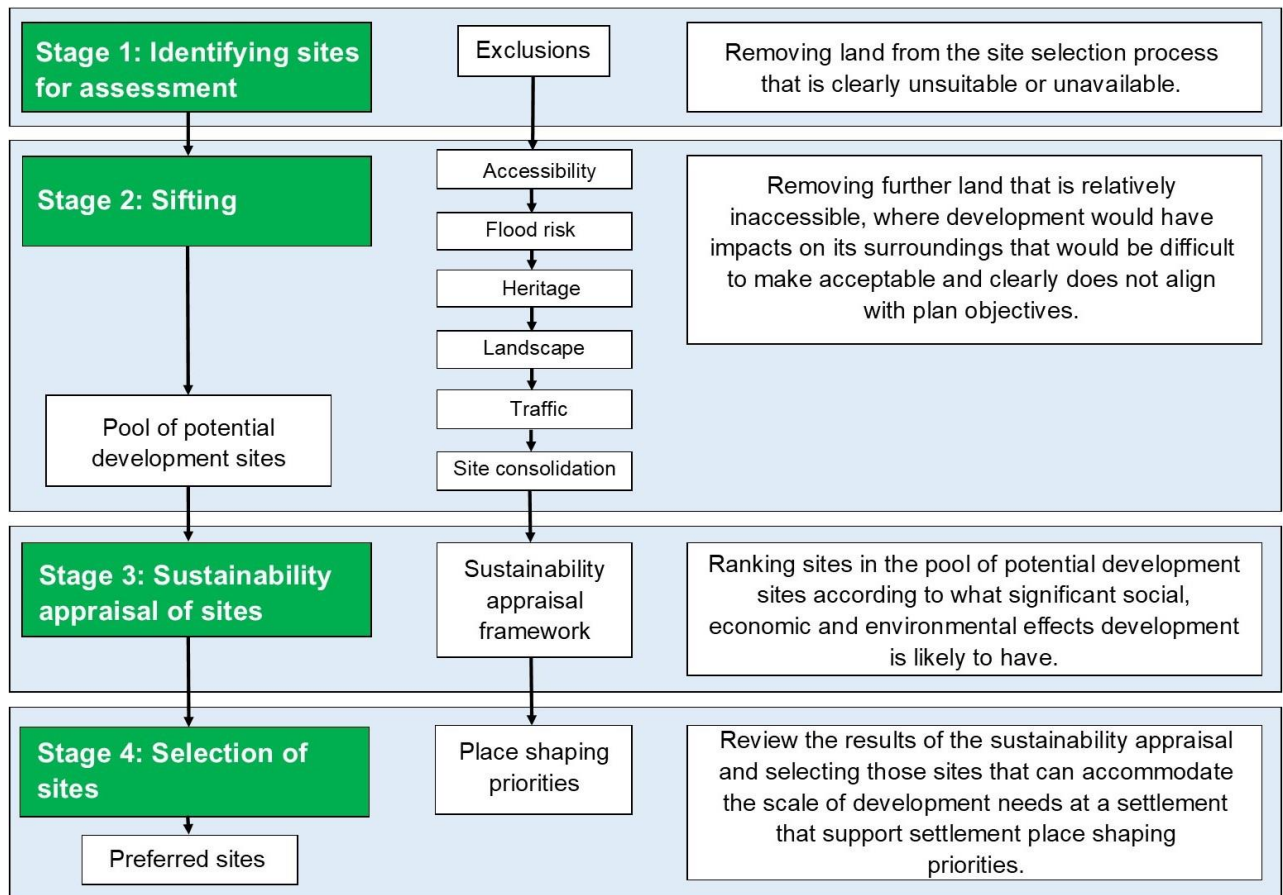
		centre hierarchy. It also identifies town centre boundaries and primary shopping areas which are shown for all settlements in the hierarchy on the policies map.
North Wiltshire Local Plan 2011 Policy R2	Town centre secondary frontage areas	Deleted and Replaced with Policy 68 (Managing Town Centres). The saved policy is area specific and is replaced by the new Wiltshire-wide managing town centres policy, which identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which are shown for all settlements in the hierarchy on the policies map.
North Wiltshire Local Plan 2011 Policy CF1	Local community and education facilities Stoneover Lane, Royal Wootton Bassett (proposed school)	Deleted. There are no current proposals to utilise the allocated/safeguarded land for the provision of the specified uses, and there is no ongoing evidence to support the ongoing safeguarded status of the land.

Appendix 2 Site Selection

Site Selection: Royal Wootton Bassett

- A1. The purpose of this appendix is to explain the site selection process at Royal Wootton Bassett, 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.
- A2. This appendix briefly describes the methodology, and explains the outputs that emerge from Stages 1-4, with the conclusions for Royal Wootton Bassett set out within the main body of this paper.

Summary of the site selection process



Strategic Housing and Employment Land Availability Assessment

- A3. The Strategic Housing and Economic Land Availability Assessment¹² (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 plans¹³. 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 Royal Wootton Bassett.

¹² 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 the site selection process.

¹³ 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 Local Plan period.

Table 11 - Sites removed at Stage 1 of the site selection process for Royal Wootton Bassett

SHELAA site ref.	Reason for removal at Stage 1
3515	Not strategic site
3366 (parts of)	Unavailable part of the site, and Scheduled Monument.
3320	Site unavailable
3357	The site parcels have been split and the boundary has been amended (reduced) to correspond with the land being promoted.
3533	Site unavailable
46	Site is part of the Coped Hall Principal Employment Area
460	Site built out
498	Land excluded to the south of FZ3 to avoid isolated parcel.
499	The site boundary has been amended (reduced) to correspond with the land being promoted
507	Site being built out
514	Site built out
68	Site unavailable
78	Not strategic site
79	Not strategic site
80	Not strategic site
99	Site unavailable

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 evidence¹⁵) to further refine the list of sites to a set of *reasonable alternatives* for further assessment using the 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:

¹⁵ To meet national requirements, plans must be sound, justified by having an appropriate strategy, considering reasonable alternatives, and based on proportionate evidence.

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, 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 rating 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.

Table 12 – Strategic context analysis of Royal Wootton Bassett

Context criteria	Detail
Long-term pattern of development	<p>Most recent developments occurred to the south and south-east of the town: Brynard’s Hill and Lower Woodshaw, Interface Business Park, and Whitehill Lane Industrial Estate. Developments elsewhere, at St Ivel and Rylands Sports Field, complement these.</p> <p>A proposed housing allocation to the northwest on land at Maple Drive was not endorsed through the neighbourhood plan examination but remains a consideration.</p>
Significant environmental factors	<p>The escarpment to the west of the town prevents large scale development due to elevated ground and visual effects of development. To the south, the rail line constitutes a man-made barrier and there are few crossing points into the town.</p> <p>To the south-east, flood plains are an obstacle to development. To the north and east, the open countryside and the M4 separate Royal Wootton Bassett from Swindon. Capacity at Swindon Road and M4 Junction 16 may constrain further development to the north of the town.</p>
Scale of growth and strategic priorities	<p>The indicative scale of growth proposed is 1,230 dwellings and around 6 ha of employment land up to 2038.</p> <p>Strategic priorities seek to maintain the separation with Swindon; maintain capacity at M4 Junction 16; maximise sustainable transport solutions; provide additional employment; maintaining the town’s historical setting; increase infrastructure capacity; safeguard and restore the Canal; and to conserve and enhance environmental assets. A Swindon Parkway station is considered to be a long-term strategic priority to provide an alternative to road transport.</p>
Future growth possibilities for the urban area	<p>There are opportunities for future growth, although most sites around the town are constrained by landscape sensitivity.</p> <p>Land to the south of the town is less constrained in transport terms and would continue the past direction of growth. Flood risk may reduce overall site capacities here.</p>

	<p>Other opportunities for development include the north-west of the town near to Maple Drive and to a limited extent to the east of the town.</p> <p>The made neighbourhood plan is being reviewed. The Local Plan could complement strategic growth through targeted small-scale development that delivers against specified local priorities.</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 13 – 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
462	Land South of Wootton Bassett - Part A	Yellow	Yellow	Green	Yellow	Green	<p>Much of the site to the north and the thin strip to the east is taken up with the old canal green infrastructure corridor. The site also bounds the railway embankment green infrastructure corridor that is heavily wooded. This leaves a small area of land between the existing council depot and the sewage works available for development.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
463	Land South of Wootton Bassett - Part B	Yellow	Green	Green	Red	Green	<p>The site is isolated from the existing settlement boundary and the outlying housing along Marlborough Road. Whilst generally well screened and visually unobtrusive there could be views from Brynards Hill (Site 507) onto the site which would be difficult to mitigate, that would create urban encroachment into the countryside and detract from the views to the AONB ridge line beyond. A smaller portion to the west of the site may be able to accommodate some development along Marlborough Road. The proposed route of restored Wilts and Berks Canal should be respected in any development. Development should be limited to avoid a new conspicuous urban edge.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
464	Land South of Wootton Bassett - Part C	Yellow	Yellow	Green	Yellow	Green	<p>While overall there are no direct adverse effects identified, the site is isolated from the settlement boundary and should be excluded, in conjunction with the isolated land parcel 498 to the south of the flood zone (see below).</p>	X
477	Land West of Maple Drive	Green	Green	Green	Yellow	Yellow	<p>The southern part of this site in combination with site 3160 was previously included in the submission version of the Royal Wootton Bassett Neighbourhood Plan. The site is within 1,500m</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
							of a congested corridor. It scores well in accessibility terms. There is more limited capacity in the north of the site due to the presence of woodland. There are potential views to the north and west, and any design would need to consider surrounding green corridors. At this stage the evidence suggests taking the site forward as parts of the site could be suitable.	
498	Templars Way Industrial Estate						Parts of the site south of the flood zone may be less suitable as it may become isolated from the remainder of the site. The site scores well in accessibility terms, is not close to a congested corridor. The proposed route of the restored Wilts and Berks Canal should be respected in any development. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage. Employment use would be preferred to housing, to avoid sterilising the existing employment site to the north. Boundary changes to exclude land that is located outside the flood zone to the south as this would remain isolated from the settlement.	✓
499	Marsh Farm						The site is highly visible from surrounding roads including the M4. The development risks coalescence with Ballard's Ash, Hook, and Coped Hall. It may be possible to develop a smaller portion of the site to the south if sensitively integrated into the landscape Contribution of site to setting of Grade 2 listed "The Marsh" requires assessment. The site scores well in terms of flood risk and accessibility. Part of the site at the Coped Hall roundabout benefits from planning permission for a care home. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓
802	Lower Woodshaw Farm						The Sift 2 assessment considered only the parts of this site which are outside Flood Zone 2. The southern parcel would not be suitable in planning terms as it is separated from the settlement by unsuitable land. The northern part while closer to the settlement would be 'attached' to Interface Business Park but form a small, isolated development of approx. 2 ha and is not considered suitable on its own in the interest of good planning.	X

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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
		Green	Green	Yellow	Yellow	Yellow	Exclude the site from further consideration due to the limited amount of unconstrained land and isolation from the settlement.	Red
1113	Land North of Swindon Road	Yellow	Green	Green	Red	Yellow	<p>The site is within 500m of a congested corridor. The site is separated from site 3357 and the town by Swindon Road, which forms a clear barrier to connectivity. The site has views over the countryside to the north and broken distant views to the North Wessex Downs AONB to the south. There is a risk of coalescence between the settlements of Royal Wootton Bassett and Swindon.</p> <p>The site should therefore be excluded from further consideration on landscape grounds.</p>	Red
3156	Land South of Wootton Bassett	Yellow	Red	Yellow	Red	Green	<p>The site is highly prominent with key views across to the skyline of Royal Wootton Bassett and surrounding countryside. If the site were developed it would risk coalescence with the small hamlet of Vastern and the surrounding farmsteads. There is also the risk of coalescence with the Wiltshire Crescent development on the nearby Golf course, in a rural setting. The Brinkworth Brook Green Infrastructure corridor provides a logical landscape boundary feature in the area south of Wootton Bassett. There should be no development south of the Brinkworth Brook for landscape reasons. There are opportunities to sensitively design wetland areas to accommodate SUDS and areas prone to flooding adjacent to the Brinkworth Brook, while creating new habitat and amenity features. A smaller portion of the site north of the Brinkworth Brook may be able to accommodate some development.</p> <p>Route of historic Wilts and Berks Canal should be respected in any development. The site would remove the agricultural setting of Grade 2 Hunt Mill Farm.</p> <p>This is a large site and constraints identified do not apply to the whole site. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	Green
3160	Land West of Maple Drive	Green	Green	Green	Green	Yellow	<p>This site in combination with the southern half of 477 was previously included in the submission version of the Royal Wootton Bassett Neighbourhood Plan. The site is within 1,500m of a congested corridor. It scores well in accessibility terms. The site is well located in landscape terms for additional housing.</p>	Green

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Strategic context and overall judgement	Taken Forward
							The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	
3161	Land at Whitehill Lane						About 50 per cent of the site (the northern half) is shown as a town park supported in Royal Wootton Bassett Neighbourhood Plan Policy 3. It scores well in accessibility terms. While in a highly prominent location, and open to views, this site does offer the opportunity to create a gateway development into the urban settlement. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓
3357	Land at Woodshaw						The site has views over the countryside to the north and distant views to the North Wessex Downs AONB to the south. There is a risk of coalescence between the settlements of Royal Wootton Bassett and Swindon. The site is between 500 and 1,000m of a congested corridor. A smaller portion of the site to the north east of the site may be able to accommodate some development if sensitively integrated into the landscape. This smaller portion of the site may be suitable for employment development due to the proximity to the strategic road network. The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	✓
3366	Land adjoining Midge Hall Farm						The site is highly visible from surrounding roads including the M4. The development risks coalescence with Hook and Coped Hall. Development would contribute to coalescence with Swindon. The site wraps round the Grade 2 farmstead and would lead to the loss of its agricultural setting. A large proportion of the site is within 500m of a congested corridor. It may be possible to develop a smaller portion of the site to the west adjacent to the A3102 if sensitively integrated into the landscape. This smaller portion of the site may be considered suitable for employment development due to the proximity to the strategic road network.	✓

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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
		Green	Yellow	Yellow	Red	Yellow	The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	Green
3613	Spittleborough Farm / W of M4 J16	Yellow	Yellow	Green	Red	Yellow	The site is close to a congested corridor (500m). The site is clearly separated from the town. The site has views over the countryside to the north and is relatively well screened to the south. There is a risk of coalescence between Swindon and Royal Wootton Bassett. Exclude site from further consideration on landscape grounds.	Red X
3737	Land to the north of Swindon Road		Green	Green	Yellow	Yellow	The site sits to the north of Swindon Road and if developed in isolation would be isolated from the rest of Royal Wootton Bassett. The site however comprises the remaining part of a field included within SHELAA site reference 3366 'Land adjoining Midge Hall Farm'. The wider site, as detailed above, is highly visible from surrounding roads including the M4. The development risks coalescence with Hook and Coped Hall. Development would contribute to coalescence with Swindon. The site wraps round the Grade 2 farmstead and would lead to the loss of its agricultural setting. It was originally proposed that the site should be combined with site 3366 and should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage. The site has however since been separated from site 3366 for its own independent assessment because the land/field cannot be developed in combination with the wider site.	Green ✓

A15. Of those sites that are taken forward, it was appropriate in some cases to combine or split sites for the purpose of assessment, where this created more sensible or logical land parcels for further consideration.

Table 14 – Site assembly

Sites combined	Reason
462 and 463	The sites abut and have no strong physical barriers between them.
477 and 3160	The sites abut and have no strong physical barriers between them.
Site 3737 (and 3366 in part)	New site created (3737) because there is a physical barrier between land parcels north of Elm Croft.

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

Table 15 – Sites renumbered for the purpose of further assessment

Site Number	Site name	SHELAA reference(s)
1	Land at Marsh Farm	499
2	Land adjoining Midge Hall Farm	3366
3	Land West of Maple Drive	477 and 3160
4	Land at Whitehill Lane	3161
5	Land South of Royal Wootton Bassett	3156
6	Templars Way Industrial Estate	498
7	Land South of Royal Wootton Bassett (Parts A & B)	462 and 463
8	Land at Woodshaw	3357
9	Land to the north of Swindon Road	3737

Stage 3 – Sustainability appraisal

A17. At Stage 3, each of the remaining sites in the pool of sites (reasonable alternatives) was 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 annexes¹⁶.

- 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. Table 16 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 17 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 concluded that development would result in one or more 'major adverse effects' (highlighted in red with a triple negative). At Royal Wootton Bassett, the sustainability appraisal identified that there were no likely major adverse effects arising from the development of sites within the pool of sites.

¹⁶ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

Royal Wootton Bassett: 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	0	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 16: Sustainability appraisal scores for sites assessed at Royal Wootton Bassett

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)
4	-4 (1st)	-	-	--	-	-	+	-	-	+	++	--	++
2	-5 (2nd)	-	--	--	-	-	0	--	-	+++	++	--	++
5	-6 (=3rd)	-	--	--	-	--	0	--	--	+++	++	--	+++
8	-6 (=3rd)	--	--	--	-	-	0	--	--	+++	++	--	+++
1	-7 (=5th)	-	--	--	-	--	0	--	-	++	++	--	++
3	-7 (=5th)	--	--	--	-	--	+	-	-	++	++	--	+
6	-7 (=7th)	-	-	--	--	-	+	-	-	+	+	--	+
7	-7 (=7th)	--	--	--	--	--	0	-	--	+++	++	--	+++
9	-7 (=7th)	-	-	--	-	-	+	--	--	+	+	-	+

A23. The detailed assessments for each site are set out in the Sustainability Appraisal Report¹⁷.

A24. The results of the sustainability appraisal of the pool of potential development sites (Table 16) indicate that all sites should be taken forward to the Stage 4 site selection process, along with SHELAA housing capacities and proposed mitigation sought by the sustainability appraisal. Potential mitigation measures are listed against each sustainability appraisal objective and are limited at this stage to that which would have a significant bearing on a candidate site’s developable capacity. The developable areas of some sites will, as a result, need to be reduced quite extensively to prevent the likelihood of significant adverse effects.

A25. In summary, site no.4 is the best performing greenfield site with a score of -4, followed by site no. 2 with a score of -5, and sites no. 5 and 8 with a score of -6. Sites no. 1, 3, 6, 7 and 9 then all follow with an equal score of -7.

Table 17 - Sustainability appraisal outcomes for sites assessed at Royal Wootton Bassett

Site	SA Score and ranking	Likely key issues for site
4	-4 (1 st)	<p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>10.) Communities: The site has capacity to deliver a good level of affordable housing. In terms of education infrastructure, financial contributions would be required in meeting early years, primary education needs and to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap - financial contributions should be sought to support increased healthcare delivery.</p> <p>12.) Economy: The site has some potential to meet different economic needs either through an employment or mixed-use development. The site is capable of supporting local facilities/ employment and the town centre.</p> <p>Minor positive effects were identified, which recognise opportunities to deliver a small benefit, in relation to:</p> <p>6.) Energy: The site is a size that would not support large-scale renewable energy generation or create opportunities with sustainable green technologies. It would still be possible to generate renewable energy on a smaller scale.</p>

¹⁷ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

	<p>9.) Housing: This site could bring forward affordable housing and support a range of house types, tenures, and sizes to meet different needs.</p> <p>Minor adverse effects were identified, which are issues that can easily achieve mitigation:</p> <p>1.) Biodiversity: The site forms part a small area of arable farmland. Development should provide protection and enhancement for ecological habitats such as mature hedgerows and trees. Scope to provide network of Green and Blue Infrastructure.</p> <p>2.) Land & Soil: This site consists of greenfield, agricultural land. Development would likely lead to the loss of some Grade 3 quality agricultural land.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution (noise, light and vibration). The site is adjacent to commercial premises which may give rise to noise impacts which would require mitigation.</p> <p>5.) Climate: The entire site is in Flood Zone 1. Development has the potential to increase greenhouse gas emissions (construction and occupation) and mitigation through design and layout, energy efficiency in new buildings, and mixed-use development feasible.</p> <p>7.) Heritage: There are no designated assets within the site. The potential for significant adverse historic landscape and archaeological effects are low, whilst mitigation feasible.</p> <p>8.) Landscape: The site forms part of a small area of an arable field, that is a characteristic of the wider landscape. It is considered that the site is of generally medium landscape sensitivity to development and likely effects on nationally designated landscapes are not considered to be significant.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation would be required.</p> <p>11.) Transport: Enhancement of walking, cycling and bus stop infrastructure along Whitehill Lane and High Street would be required, whilst there are limited opportunities for and beyond Church Street. Development would need to be impact tested at Junction 16 of the M4 to determine any capacity enhancements.</p>
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		Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.
2	-5 (2 nd)	<p>Major positive effect was identified, which recognise opportunities to deliver significant benefits, in relation to:</p> <p>9.) Housing: This large site could bring forward affordable housing and support a range of house types, tenures and sizes to meet different needs.</p> <p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>10.) Communities: The site has capacity to deliver a good level of affordable housing. In terms of education, financial contributions would be required in meeting early years, primary education needs and to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap - financial contributions should be sought to support increased healthcare delivery.</p> <p>12.) Economy: The site has some potential to meet different economic needs either through an employment or mixed-use development. The site is capable of supporting local facilities/ employment and the town centre.</p> <p>Neutral effects were identified, which deliver a small benefit, in relation to:</p> <p>6.) Energy: There are opportunities for this site to support energy generation from renewable and low carbon sources and create opportunities in sustainable green technologies.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>2.) Land & Soil: This site consists mostly of greenfield and would likely lead to a significant loss of Grade 3 quality agricultural land.</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone (80%). The area has been classed by the EA as ‘seriously water stressed’. In terms of water supply and sewage, mitigation would be required.</p> <p>7.) Heritage: The Scheduled Monument of Post Mill at Church Hills lies to the south and the Grade II Listed Building of Midge Hall to the north of the site. Development will contribute to the erosion of separate historic identities of Hook and Royal Wootton Bassett but historic landscape effects are low. The site is subject to archaeological remains and heritage / conservation issues but with suitable mitigation, moderate effects are likely.</p>

		<p>11.) Transport: The site can accommodate mixed use and requires at least two points of vehicle access onto Coped Hall Road (C414) and Swindon Road (A3102). Widening of footway/cycleway and controlled crossing points on northern side of Swindon Road, with enhancement of bus service provision is required. Development would need to be impact tested at Junction 16 of the M4 to determine any capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>1.) Biodiversity: Local features of ecological importance include Jubilee Lake and Wood within close vicinity of the site along with a number of ancient woodlands. Development should include suitable alternative natural greenspace.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to environmental pollution, including noise, light and vibration (construction and occupation). The site is close to the M4 motorway, the B3102 and petrol fuel station which could require mitigation.</p> <p>5.) Climate: The site is in Flood zone 1. Development is likely to increase emissions (construction and occupation) and mitigation through energy efficient buildings, renewable energy, layout and mixed use.</p> <p>8.) Landscape: The site forms part of the large-scale, distinctive open landscape that contributes to a strong sense of separation between Royal Wootton Bassett and Swindon. It is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity to the outer site boundaries.</p>
5	-6 (3 rd)	<p>Major positive effects were identified, which recognise opportunities to deliver significant benefits, in relation to:</p> <p>9.) Housing: This site could bring forward affordable housing and support a range of house types, tenures and sizes to meet different needs.</p> <p>12.) Economy: New homes, employment and mixed use would lead to a significant number of new users of the town centre and support employment land.</p> <p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>10.) Communities: This site has capacity to deliver a significant number of affordable housing although the railway line is a significant barrier. In terms of</p>

		<p>education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. While financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>Neutral effects were identified:</p> <p>6.) Energy: There are opportunities to support energy generation from renewable / low carbon sources and sustainable green technologies.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>1.) Biodiversity: Fragmentation of Brinkworth Brook and old canal route should be mitigated including the hedgerows, trees, water features and associated buffers (and scope for GBI).</p> <p>4.) Air Quality / Pollution: Development is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and occupation). Part of the site adjoins a busy railway line (noise) and sewage works (odour) and would require mitigation.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>2.) Land & Soil: This is a very large arable site in open countryside, divorced from the town to the north by the railway line. Former rail land could be contaminated, and land may need to be set aside for canal restoration. Part of site is located within a designated Mineral Safeguarding Area. Development of this site would likely lead to the loss of significant areas of medium quality greenfield, agricultural land.</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation would be required.</p> <p>5.) Climate: The site is traversed by many watercourses (Brinkworth Brook). It may not be possible for housing to be located within a large proportion of the site, within Flood Zone 1. This site has the potential to significantly increase greenhouse gas emission (construction and occupation) and mitigation required.</p> <p>7.) Heritage: Development would have an impact on Grade II Listed Hunt Mill Farm and route of the former Wilts and Berks Canal. There is a large amount of</p>
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		<p>medium and low value features on site and some parts of the site have highly sensitive historic landscape features. The potential for significant adverse heritage/ conservation effects is moderate, archaeological effects low, historic landscape effects low. All subject to mitigation.</p> <p>8.) Landscape: The site is of medium to high landscape sensitivity to housing development, with higher sensitivity through the south of the site due to the sense of separation from Royal Wootton Bassett. Potential for built form to introduce harsh settlement edges with the lowland landscape to south but scope for mitigation.</p> <p>11.) Transport: Only the most northern parcels would suitably access the town centre by walking and cycling. The local highway network is not sufficient to connect the site to the town. The site may only be considered viable with a new and alternative means of access road/ bridge across the railway line and provision of sustainable transport options. Mixed-use development with standalone community amenities is a necessity. Contributions would be required towards a Transport Strategy to be defined through the Local Plan Review, Local Transport Plan. Development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements.</p>
8	-6 (3 rd)	<p>Major positive effects were identified, which recognise opportunities to deliver significant benefits, in relation to:</p> <p>9.) Housing: The scale of the site means it could bring forward a significant amount of housing of different types (including affordable) and support a range of house types, tenures and sizes to meet different needs.</p> <p>12.) Economy: The size of the site suggests that new homes, mixed-use and jobs would lead to a significant number of new users of the town centre/ facilities and support employment.</p> <p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>10.) Communities: This large site has capacity to deliver significant affordable housing. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. While financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>Neutral effects were identified:</p>

	<p>6.) Energy: There are opportunities for the site to support energy generation from renewable / low carbon sources and create opportunities in sustainable green technologies.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>4.) Air Quality / Pollution: Development is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and operation).</p> <p>5.) Climate: It would be possible for all development to be located within Flood Zone 1. Development of site has the potential to significantly increase greenhouse gas emissions (construction and occupation) but could be mitigated.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>1.) Biodiversity: The site comprises large size fields with numerous boundary hedgerows, trees and ponds. All fields to the south-west of Lower Woodshaw Farm are in flood zone 2 and comprise unmanaged grassland / priority habitat. The mud spring SSSI lies a km from the southern end of the site and Morningside Farm lies about 800m from southern boundaries and mitigation required.</p> <p>2.) Land & Soil: The site consists of greenfield, agricultural land. Development would likely lead to a significant loss of Grade 3 agricultural land.</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c (30%) and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation would be required.</p> <p>7.) Heritage: Development would have an impact on the setting of Grade II Listed Lower Woodshaw Farmhouse to south. The site is within the vicinity of a Scheduled Monument and mitigation relating to potential archaeological remains will be required. Whilst archaeological effects are moderate, the potential for significant adverse heritage/conservation and historic landscape effects are low subject to mitigation.</p> <p>8.) Landscape: The site forms part of undulating upper slopes to the south-east and comprises of generally large sized fields that form part of the mixed agricultural landscape that separates Royal Wootton Bassett from Swindon. It is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity to the south and east of the site where it forms an exposed edge to the adjoining open, rural landscape buffer.</p>
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		<p>11.) Transport: The site would cater for mixed use and should be delivered with all necessary community facilities, including bus infrastructure and services. Delivery of footway/cycleway provision along the site frontage and controlled pedestrian/cyclist crossings will be required to connect with neighbouring sites, the town centre and proposed cycle route. Development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Possible capacity enhancement of the A3102 roundabout to the north. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p>
1	-7 (5 th)	<p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>9.) Housing: This medium size site could bring forward moderate affordable housing and support a range of house types, tenures and sizes to meet different needs.</p> <p>10.) Communities: This site has capacity to deliver a good level of affordable housing. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. Financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>12.) Economy: The site has potential to meet different economic needs either through employment or mixed-use development. The site is likely to be capable of helping support existing or emerging local facilities/ employment.</p> <p>Neutral effects were identified:</p> <p>6.) Energy: There are opportunities for this site to support energy generation from renewable and low carbon sources and use sustainable green technologies.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>1.) Biodiversity: Notable local features of ecological importance include Jubilee Lake and Wood within close proximity and ancient woodlands further afield. The development of the site should conserve and enhance GBI, combine SANG, BNG and newt mitigation.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration</p>

		<p>(construction and occupation). The site adjoins the M4 motorway and the B3102 which could give rise to noise impacts and may need to be mitigated.</p> <p>8.) Landscape: The site forms part of a distinctive open landscape that contributes to a strong sense of separation between Royal Wootton Bassett and Swindon. It is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity to the outer site boundaries due to the contribution it makes to the sense of separation.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>2.) Land & Soil: This site consists mostly of greenfield. Development of this site would likely lead to a significant loss of Grade 3 agricultural land.</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone (<5%). The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation would be required.</p> <p>7.) Heritage: Development would have an impact on the setting of Grade II Listed The Marsh (19th century dwelling). The site appears to be constrained by high value archaeological remains, in the north of the site where Roman activity is likely, and mitigation required. The site contributes to historic coalescence of Royal Wootton Bassett and Hook. The potential for significant adverse heritage/conservation, archaeological and historic landscape effects is moderate.</p> <p>5.) Climate: Development of this site has the potential to significantly increase greenhouse gas emissions (construction and occupation) and mitigation required. The entire site is in Flood Zone 1 and there is a risk associated with high groundwater levels, a moderate adverse effect is likely.</p> <p>11.) Transport: The site would cater for mixed use and require at least two points of vehicle access, onto Malmesbury Road (A3102) and the Coped Hall Road (C414). The widening /provision of the footway/ cycleway facilities, provision of a controlled pedestrian/ cycle crossing facilities and enhancement of bus stops are required. The site would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p>
3	-7 (5 th)	<p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>9.) Housing: The scale of the site means it could bring forward a moderate level of housing of different tenure, types and needs (including affordable).</p>

		<p>10.) Communities: The site has capacity to deliver a good level of affordable housing. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. Financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>Minor positive effects were identified, which recognise opportunities to deliver a small benefit, in relation to:</p> <p>6.) Energy: The site is of a size that would not support large-scale renewable energy generation or substantial opportunity in green technologies.</p> <p>12.) Economy: The site has some potential to meet different economic needs either through an employment or mixed-use development. New residents at this site could support employment land/ town centre at Royal Wootton Bassett.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and occupation).</p> <p>7.) Heritage: There are no designated assets affected, historic landscape effects and archaeological effects are low.</p> <p>8.) Landscape: The site forms part of an undesignated landscape but would need to be sensitive to nearby designations. The site is of generally medium landscape sensitivity to housing development, with high sensitivity in the north of the site.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>1.) Biodiversity: The site covers the Jubilee Lake and Fields. Development restricted to land which does not comprise habitat mosaic and should include (SANG) to take pressure off and provide scope to provide on site features that could aid the delivery of a strategic network of GBI.</p> <p>2.) Land & Soil: This site consists of agricultural and greenfield land around Jubilee Lake. Development of this site would likely lead to a significant loss of Grade 3 quality agricultural land.</p>
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		<p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as ‘seriously water stressed’. In terms of water supply and sewage investment, mitigation will be required.</p> <p>5.) Climate: Development would be in Flood Zone 1. It is considered that there are opportunities to support resilient development, provide investment in renewable energy and provide energy efficient buildings.</p> <p>11.) Transport: Delivery of access onto Maple Drive and Lucerne. Provision of a pedestrian/ cycle crossing facility, pedestrian /cyclist infrastructure and bus stop /service provision is required. The site would need to be impact tested at Junction 16 of the M4 to determine any capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p>
6	-7 (7 th)	<p>Minor positive effects were identified, which recognise opportunities to deliver a small benefit, in relation to:</p> <p>6.) Energy: The site is of a size that would not support large-scale renewable energy generation or substantial opportunity in green technologies.</p> <p>9.) Housing: The scale of the site means it could bring forward a moderate amount of housing of different types (including affordable).</p> <p>10.) Communities: The site has capacity to deliver a good level of affordable housing. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. While financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>12.) Economy: The site has some potential to meet different economic needs. New residents at this site could support employment land at Royal Wootton Bassett and the town centre through an enhanced workforce.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>1.) Biodiversity: The site consists entirely of greenfield, agricultural land. Water courses with field boundaries with hedges, trees, planting and habitat. Approximately half the site lies in a high-risk zone for great crested newts and mitigation required.</p>

		<p>2.) Land & Soil: This site is located within a designated Mineral Safeguarding Area and mitigation measures required. Development of this site would likely lead to the loss of lower quality agricultural land.</p> <p>5.) Climate: It may not be possible for all new development to be located within Flood Zone 1. Wide buffer zones should be left adjacent to watercourses with biodiversity enhancement and green infrastructure. The site has potential to increase greenhouse gas emissions (construction and occupation) but could be reduced with mitigation.</p> <p>7.) Heritage: The site is located within the buffer of three demolished 19th century farm buildings in the northwest area which is of low value. There are no designated assets affected. Significant historic landscape and archaeological effect is low.</p> <p>8.) Landscape: It is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity attributed to the strong vegetation pattern. Potential for significant adverse effects include intrusive impact in the rural landscape but scope for mitigation by a strong landscape buffer to the south of the site and retention of hedgerows and trees as part of a mature landscape framework required.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation required.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and occupation). The site is adjacent to industrial premises which may give rise to noise impact and require mitigation. The site is in proximity to a sewage works which could give rise to odour and Wessex Water have confirmed that they would object - mitigation will be required.</p> <p>11.) Transport: No current bus provision, limited pedestrian and cyclist infrastructure. Whilst the distances are not insurmountable (800m convenience store and 1 km primary school), it is across the existing narrow railway bridge. The scale of the development is such that improvements to the bridge are not financially viable. The site would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p>
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7	-7 (7 th)	<p>Major positive effects were identified, which recognise opportunities to deliver significant benefits, in relation to:</p> <p>9.) Housing: The scale of the site means it could bring forward a significant amount of housing of different types (including affordable).</p> <p>12.) Economy: The site has good potential to meet different economic needs either through an employment development or mixed-use development. New residents at this site could support employment land and town centre.</p> <p>Moderate positive effects were identified, which recognise opportunities to deliver good benefits, in relation to:</p> <p>10.) Communities: The site has capacity to deliver a significant level of affordable housing. The site has reasonable access to the town centre but the railway line is a significant barrier to secure connectivity. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. While financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>Neutral effects were identified:</p> <p>6.) Energy: There are opportunities for a site of this size to support energy generation from renewable / low carbon sources and sustainable green technologies.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>7.) Heritage: There is a need to respect the old canal route. The site is located within the buffer associated with Woodshaw settlement (Scheduled Monument) which extends into the north-eastern area which is a high value feature. The potential for significant adverse heritage/conservation, archaeological and historic landscape effects is low.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>1.) Biodiversity: The site comprises a strong network of linear hedgerows with trees, watercourses, ditches, ponds and railway/old canal corridors that are valuable habitat but there is at high risk of fragmentation and substantial mitigation required. The mud spring SSSI is located within about a hectare of</p>
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		<p>woodland in the middle of the proposed allocation and Morningside Farm CWS lies about 600m from its eastern boundary.</p> <p>2.) Land & Soil: Development of this site would likely lead to a significant loss of greenfield Grade 4 agricultural land. Part of this site is located within a designated Mineral Safeguarding Area.</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c (approx. 30%) and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone. The area has been classed by the EA as 'seriously water stressed'. In terms of water supply and sewage, mitigation required.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and occupation). Part of the site adjoins a busy railway line which is likely to require noise mitigation. The site is in proximity to a sewage works which could give rise to the need for odour mitigation.</p> <p>5.) Climate: The site is traversed by approximately seven watercourses. It may not be possible for development to be located within Flood Zone 1 due to flood risk. Wide buffer zones should be left adjacent to the watercourses with significant biodiversity enhancement. Development has the potential to significantly increase greenhouse gas emissions (construction and occupation) and could be reduced through mitigation.</p> <p>8.) Landscape: The site has a distinctive landscape pattern, with higher sensitivity through the south of the site and the separation from Royal Wootton Bassett with the lowland landscape setting of the AONB. It is considered the site is of generally medium to high landscape sensitivity to accommodate development but there is scope for mitigation by retention of a strong landscape buffer/ suitable building heights.</p> <p>11.) Transport: The site would provide mixed-use and standalone community amenities, without, the site is considered unsustainable with reliance upon poor integration with the town. The site has no bus service provision and limited pedestrian / cyclist infrastructure provision. The existing local highway network is not sufficient to connect the site to the town and alternative means of bridge / access road across the railway is required. Development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions would be required towards a Transport Strategy to be defined through the Local Plan and Local Transport Plan (and cycle routes).</p>
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9	-7 (7 th)	<p>Minor positive effects were identified, which recognise opportunities to deliver a small benefit, in relation to:</p> <p>6.) Energy: The site would not support large-scale renewable energy generation or create opportunities in sustainable green technologies. It would still be possible to generate renewable energy on a smaller scale.</p> <p>9.) Housing: This smaller site could bring forward housing of different types (including affordable).</p> <p>10.) Communities: The site has capacity to deliver a good level of affordable housing. In terms of education infrastructure, land and financial contributions would be required in meeting early years and primary education needs. While financial contributions would be required to support the expansion of Royal Wootton Bassett Academy. The two local GP surgeries are subject to a severe provision gap and significant financial contributions should be sought to support increased healthcare delivery.</p> <p>12.) Economy: The site has good potential to meet different economic needs either through employment or mixed-use development. New residents at this site could support employment land and town centre.</p> <p>Minor adverse effects were identified, which are considered to be issues that can readily be mitigated, in relation to:</p> <p>1.) Biodiversity: The site consists of a large field of grassland with hedgerows along the site perimeter. Along the northern boundary comprises recently planted woodland with a pond. Development should avoid the north-west corner adjacent to the woodland and biodiversity enhancement should protect any ecologically valuable features.</p> <p>2.) Land & Soil: This site consists mostly of Grade 3 agricultural land, with some urban land. Given the size of the site, the loss of agricultural land would not be considered significant.</p> <p>4.) Air Quality / Pollution: Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration (construction and occupation). The site abuts the A3102 road, which could give rise to noise impacts and mitigation requirements.</p> <p>5.) Climate: The site is in Flood Zone 1. The development has the potential to increase greenhouse gas emissions (construction and occupation) and could be mitigated.</p>
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		<p>11.) Transport: The site is accessed via Swindon Road (A3102) and there is little or no pedestrian/cyclist infrastructure. This would need to be addressed by the developer including crossing points / desire lines and enhancement and connectivity of bus stops. The development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan.</p> <p>Moderate adverse effects were identified, where mitigation is achievable but problematic, in relation to:</p> <p>3.) Water Resources: The site lies within Source Protection Zone 2c and is not within a Drinking Water Protected Area or Drinking Water Safeguard Zone (approx. 60%). The area has been classed by the EA as ‘seriously water stressed’. In terms of water supply and sewage, mitigation will be required.</p> <p>7.) Heritage: The Scheduled Monument of Post Mill at Church Hills which is of high value, lies within the north-west the site. The site is subject to archaeological remains although with suitable mitigation strategies, significant adverse archaeological effects are moderate.</p> <p>8.) Landscape: The site forms part of the large-scale, predominantly arable landscape that forms part of a distinctive landscape that contributes to a strong sense of separation between Royal Wootton Bassett and Swindon. The site is of generally medium landscape sensitivity to development, with higher sensitivity to the outer site boundaries (north and east) due to the contribution it makes to the sense of separation within the rural landscape</p>
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Stage 4 – Selection of Sites

A26. Stage 4 enabled the results of the sustainability appraisal process 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. Stage 4 also provides discussion and analysis of the scale of growth that would be required to be drawn from the pool of the most sustainable site options, in or to meet the identified housing and employments needs for the settlement.

A27. 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.

A28. The sites were evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). This process enabled decisions to be made between site options where Stage 3 outcomes were finely balanced, in settlements where more than one site was being considered.

A29. 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

A30. For Royal Wootton Bassett the Place Shaping Priorities have been categorised as follows for the purpose of assessment, as follows:

Housing & Infrastructure (PSP1):

- a. to deliver an appropriate mix, tenure and type of housing to meet local needs alongside infrastructure improvements to secure increased education, healthcare, and cemetery capacity.

Employment (PSP2):

- b. to deliver additional employment land in order to encourage business investment at the town to support job growth and greater levels of self-containment, thereby help reduce the need to travel away from the town.

Sustainable Transport (PSP3):

- c. to deliver infrastructure improvements to promote and encourage non-car travel and maximise the use and availability of sustainable modes of transport to improve connectivity with the town centre and strengthen sustainable transport links with Swindon and other surrounding towns and villages.
- d. to safeguarding land for the potential future delivery of a Swindon Parkway Station (*achieved through improved cycle links, bus services and potentially a park and ride facility*)

Highways Safety, Function and Capacity (PSP4):

- e. to maintain capacity at Junction 16 of the M4 and surrounding strategic road network throughout the Local Plan period and investigate new opportunities to better manage and mitigate against levels of congestion on the local road network and town centre (*achieved through an appropriate level of growth and meeting the objective of PSP3 and potentially a bypass*)

Landscape & Historic Setting (PSP5):

- f.* to balance the need to accommodate additional growth at the town with the need to respect, as far as is reasonably practicable, the distinct character and identity of the town, whilst also recognising and being sensitive to its proximity to Swindon.
- g.* to deliver growth whilst maintain the town's elevated historical setting, as far as is reasonably practicable, and central conservation area.

Green & Blue Infrastructure (PSP6):

- h.* to protect, conserve and enhance environmental assets around Royal Wootton Bassett and green & blue infrastructure within and adjoining the town (*such as a new town park, country park, and allotments*)
- i.* to safeguard the historic alignment of the Wiltshire and Berkshire Canal and taking forward its restoration

A31. 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.

A32. The table below shows the assessment outcomes against the Place Shaping Priorities:

Table 18 – Assessment of sites against the Place Shaping Priorities

Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
Site 1	Strength	Strength	Neutral	Weakness	Neutral	Strength
	The site is of a size that could deliver a good range of housing to meet local needs, with some supporting infrastructure.	This site is on the periphery of the town, close to the Coped Hall Principal Employment Area, and could include employment land as part of a mixed-use development and provide some employment which would enable people to live and work locally.	This site is on the periphery of the settlement and presents limited opportunities to improve the use and availability of sustainable modes of transport, other than improved public rights of way that cross the site.	The site is of a size that could deliver a good range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the local road network and town centre.	This site is on the northern periphery of the town and its development would have an impact on landscape character and the landscape setting of the town but could be successfully mitigated to an acceptable level.	The site is of a scale that could deliver new areas of green infrastructure and a link to the Jubilee Lake Local Nature Reserve.
Site 2	Strength	Strength	Strength	Weakness	Neutral	Strength
	The site is of a size that could deliver a good range of housing to meet local needs, with some supporting infrastructure.	This site is on the periphery of the town, close to the Coped Hall Principal Employment Area, and could include employment land as part of a mixed-use development and provide some	This site is on the periphery of the settlement and its size would suggest that a mixed-use development involving residential, employment and other uses could be achieved that may help reduce	The site is of a size that could deliver a good range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the	This site is on the northern periphery of the town and its development would have an impact on landscape character and the landscape setting of the town but could be successfully	The site is of a scale that could deliver new areas of green infrastructure and its development could improve existing public rights of way that cross the site.

Planning For Royal Wootton Bassett

Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
		employment which would enable people to live and work locally.	the need to travel. The site provides opportunities to include a network of well-connected footpaths and cycleways and connectivity for public transport.	local road network and town centre.	mitigated to an acceptable level.	
Site 3	Strength	Neutral	Neutral	Weakness	Neutral	Strength
	The site is of a size that could deliver a range of housing to meet local needs.	This is a relatively small site but might be able to provide a mixed-use development and provide some employment which would enable people to live and work locally (although unlikely).	This site is on the periphery of the settlement and presents limited opportunities to improve the use and availability of sustainable modes of transport, other than public rights of way adjacent to and within the site linking to the town centre.	The site is of a relatively small size in comparison to others but could provide a range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the local road network and town centre.	This site is on the western periphery of the town and its development would have an impact on landscape character and the landscape setting of the town, but the development could be relatively well contained within the wider landscape.	The site is of a scale that could deliver new areas of green infrastructure and a link to the Jubilee Lake Local Nature Reserve.
Site 4	Strength	Neutral	Neutral	Weakness	Neutral	Strength

Planning For Royal Wootton Bassett

Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
	The site is of a size that could deliver a range of housing to meet local needs	This is a relatively small site but might be able to provide a mixed-use development and provide some employment which would enable people to live and work locally (although unlikely).	This site is on the periphery of the settlement and presents limited opportunities to improve the use and availability of sustainable modes of transport, other than public rights of way adjacent to and within the site linking to the town centre.	The site is of a relatively small size in comparison to others but could deliver a range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the local road network and town centre.	This site is on the western periphery of the town with clear open views from the public realm and its development would have an impact on landscape character and the landscape setting of the town but could be successfully mitigated to an acceptable level.	The site is of a scale that could deliver new areas of green infrastructure and improvements to the public right of way that crosses the site.
Site 5	Strength	Strength	Neutral	Weakness	Neutral	Strength
	The site is of a size that could deliver a significant range of housing to meet local needs, with supporting infrastructure.	This site is on the periphery of the town, adjoins the Templar’s Way Industrial Estate, and could include employment land as part of a mixed-use development and provide some employment which would enable people to live and work locally.	The site is segregated by the railway line and may only be considered via an access road and bridge, along with sustainable transport options. The significant size of this site would suggest that a mixed-use development involving residential,	The site is of a size that could deliver a significant range of housing thus increasing the number of vehicles using the strategic road network resulting in a significant weakness / threat, albeit the size of the site presents some opportunities to better manage and	This site is on the southern periphery of the town and if developed in its entirety would have a major adverse effect on the landscape and historical setting of the town, albeit could be successfully mitigated to an acceptable level with a large part of the site excluded.	The site is of a scale that could deliver significant new areas of green infrastructure, including improving public rights of way that cross the site, and as part of any development the safeguarding of the Wiltshire and Berkshire Canal that

Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
			employment and other uses could be achieved that may help reduce the need to travel. The site provides opportunities to include a network of well-connected footpaths and cycleways and connectivity for public transport along with the potential safeguarding of land for the future delivery of a Swindon Parkway Station.	mitigate against levels of congestion on the local road network and town centre through off-site highway improvements and, improvements to sustainable transport measures.		crosses the site and its potential restoration.
Site 6	Weakness	Strength	Weakness	Weakness	Neutral	Neutral
	The site lies within the odour/fly buffer zone of a sewage treatment works and is therefore unsuitable for housing development.	This is a relatively small site, but it adjoins the Templar’s Way Industrial Estate and could include employment land alone or as part of a wider mixed-use development linking	The site is south and away from the existing railway bridge, the scale of development is such that alone improvements are not financially viable. This site is small and on the periphery of the	The site is of a relatively small size in comparison to others but could deliver some employment development thus increasing the number of vehicles using the	This site is on the southern periphery of the town and its development would have an impact on landscape character and the landscape setting of the town, albeit in isolation the	The site is of a small scale with limited opportunity to enhance existing areas of green and blue infrastructure within and surrounding the town.

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Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
		<p>with site 5 and or 7 which would enable people to live and work locally.</p> <p>The site does however lie within the outer odour/fly buffer zone of the nearby sewage treatment works and therefore may only be suitable for heavier employment uses.</p>	<p>settlement and in isolation presents limited opportunities to improve the use and availability of sustainable modes of transport.</p>	<p>strategic road network.</p>	<p>site is relatively small in comparison to other and could be successfully mitigated to an acceptable level.</p>	
Site 7	Strength	Strength	Neutral	Weakness	Neutral	Strength
	<p>The site is of a size that could deliver a significant range of housing to meet local needs, with supporting infrastructure (outside the odour/fly buffer zones of the sewage treatment works).</p>	<p>This site is on the periphery of the town and could include employment land as part of a mixed-use development and provide some employment which would enable people to live and work locally.</p>	<p>The existing local highway network is not sufficient to connect the site to the town centre and an alternative means of bridge / access road across the railway is required. Without there are poor sustainable transport options. Although the site (with others)</p>	<p>The site is of a size that could deliver a significant range of housing thus increasing the number of vehicles using the strategic road network resulting in a significant weakness / threat, albeit the size of the site presents some opportunities to better manage and</p>	<p>This site is on the southern periphery of the town and if developed would affect the landscape and historical setting of the town albeit could be successfully mitigated to an acceptable level.</p>	<p>The site of a scale that could deliver significant new areas of green infrastructure, including improving public rights of way that cross the site, and as part of any development the safeguarding of the Wiltshire and Berkshire Canal that</p>

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Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
			provides opportunities to include a network of well-connected footpaths and cycleways along with the potential safeguarding of land for the future delivery of a Swindon Parkway Station.	mitigate against levels of congestion on the local road network and town centre through off-site highway improvements and, improvements to sustainable transport measures		crosses the site and its potential restoration, along with the protection of the Wootton Bassett Mud Spring SSSI.
Site 8	Strength	Strength	Strength	Weakness	Neutral	Strength
	The site is of a size that could deliver a significant range of housing to meet local needs, with supporting infrastructure.	This site is on the periphery of the town near to the Interface Industrial Estate and could include employment land as part of a mixed-use development and provide some employment which would enable people to live and work locally.	The site provides opportunities to include a network of well-connected footpaths and cycleways along with the potential provision of a Park & Ride facility for the town.	The site is of a size that could deliver a good range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the local road network and town centre	This site is on the eastern periphery of the town and if developed would affect the landscape and historical setting of the town and result in development within the gap between the town and Swindon, albeit could be successfully mitigated to an acceptable level.	The site of a scale that could deliver new areas of green infrastructure and improvements to the public right of way that crosses the site.
Site 9	Strength	Neutral	Neutral	Weakness	Neutral	Neutral

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Site	PSP1 Housing & Infrastructure	PSP2 Employment	PSP3 Sustainable Transport	PSP4 Highways – Safety, Function and Capacity	PSP5 Landscape & Historic Setting	PSP6 Green & Blue Infrastructure
	<p>The site is of a size that could deliver a range of housing to meet local needs</p>	<p>This is a relatively small site but might be able to provide a mixed-use development and provide some employment which would enable people to live and work locally.</p>	<p>This site is on the periphery of the settlement and presents limited opportunities to improve the use and availability of sustainable modes of transport.</p>	<p>The site is of a relatively small size in comparison to others but could deliver a range of housing thus increasing the number of vehicles using the strategic road network with limited opportunity to mitigate against levels of congestion on the local road network and town centre.</p>	<p>This site is on the northern periphery of the town and its development would have an impact on landscape character and the landscape setting of the town but could be successfully mitigated to an acceptable level.</p>	<p>The site is of a small scale with limited opportunity to enhance existing areas of green and blue infrastructure within and surrounding the town.</p>

A33. 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 19 – Site Rankings after Stage 4 and Sustainability Appraisal

Site	Stage 4 Ranking	SA Ranking of Sites (and overall score)	PSP1	PSP2	PSP3	PSP4	PSP5	PSP6	Change from SA Ranking
1	2nd (2)	= 5 th (7)	P	P	P/x	x	P/x	P	↑
2	1 st (3)	=2nd (-5)	P	P	P	x	P/x	P	↑
3	3rd (1)	=5 th (-7)	P	P/x	P/x	x	P/x	P	↑
4	3rd (1)	=1 st (-4)	P	P/x	P/x	x	P/x	P	↓
5	2nd (2)	=3rd (-6)	P	P	P/x	x	P/x	P	↑
6	4th (0)	=7 th (-7)	x	P	x	x	P/x	P/x	↑
7	2nd (2)	=7 th (-7)	P	P	P/x	x	P/x	P	↑
8	1 st (3)	=3rd (-6)	P	P	P	x	P/x	P	↑
9	4th (0)	=7 th (-7)	P	P/x	P/x	x	P/x	P/x	↑

A34. The outcome of Stage 4 of the site selection process for Royal Wootton Bassett is summarised under the ‘What development is proposed’ section earlier in this paper; concluding that four sites emerged as the preferred sites:

- Site 1: Land at Marsh Farm (SHELAA site 499)
- Site 2: Land at Midge Hall Farm (SHELAA site 3366)
- Site 3: Land West of Maple Drive (SHELAA sites 477 and 3160)
- Site 8: Land at Woodshaw (SHELAA site 3357)

A35. The map below illustrates the outcome of the site selection process (Stages 1-4) at Royal Wootton Bassett.

