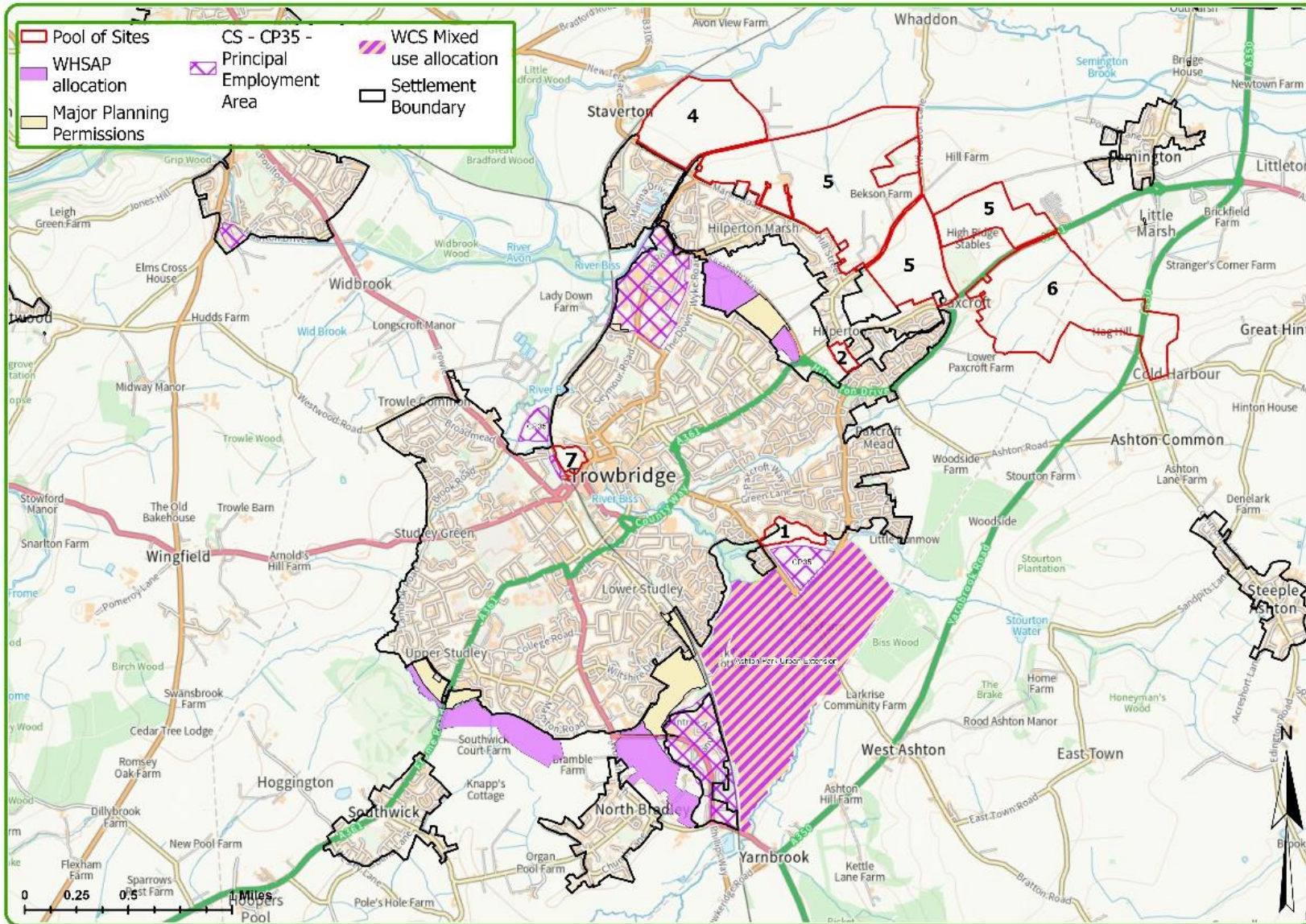


# SA Annex 2.13 - Trowbridge HMA: Trowbridge Sites Assessment



<p><b>Site Number and/or SHELAA ref(s):</b> Site 1 (SHELAA site 3644)  <b>Site name:</b> Land at The Uplands, Trowbridge  <b>Site size:</b> 2.69 ha <b>Site capacity:</b> approximate range 67- 94 dwellings  <b>Site description:</b> This site is greenfield and in agricultural use. It is located to the east of Trowbridge and bounded by residential development to the north, east and west and open countryside to the south. West Ashton Road lies adjacent to the site in the west.</p>	
<p><b>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>The site comprises of a field bounded to the north by a mature tree belt along the edge of the residential development, which is set within woodland, and to the south by a watercourse that flows from the east between Stourton Water and into the River Biss to the west of the site. The site is situated between the Green Lane Woodland Complex County Wildlife Site (CWS) and Biss Meadows County Wildlife Site (CWS). The Blackball Brook tributary runs along the southern boundary of the site and links these two wildlife sites with half of the site lying within flood zones 2 and 3 of the Blackball Brook tributary.</p> <p>Many trees at the park have the potential to support roosts of Bechstein's bats and the park may be used by Bechsteins' and horseshoe bats for foraging. There is an increased risk to bats from lighting and mature death and removal of mature trees. Development of land to the south would need to be sufficiently far away so as not to jeopardise retention of these trees as the water demand of mature trees on shrinking clay can cause subsidence in buildings 30m away or more. Up to a 30m buffer that would be required adjacent to Trowbridge Lodge Park. There is a need to buffer core bat habitat in accordance with the Trowbridge Bat Mitigation Strategy (TBMS). On the basis of recorded information, any subsequent development proposals would need to be informed by an ecological assessment in order to determine the scale and location of development alongside potential mitigation measures.</p> <p>Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features.</p> <p>A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>The site lies within the Bath &amp; Bradford on Avon Bats Special Area of Conservation (SAC) core area for Bechstein's bats and lies within the grey hatched zone (medium risk for effects of recreational pressure) and yellow zone (medium risk for effects of habitat loss) in the TBMS. As noted above, the site is situated between the Green Lane Woodland Complex CWS and Biss Meadows CWS with the Blackball Brook tributary running along the southern boundary of the site and links these two wildlife sites. The site was historically part of Green Lane Wood and could be remnant ancient woodland. It lies adjacent to priority habitat including running water and broadleaved / mixed woodland. All three SAC species could commute through the site and use the adjacent Trowbridge Lodge Park for roosting, foraging, and commuting. Half of the site lies within flood zones 2 and 3 of the Blackball Brook tributary.</p> <p>Development of the site has the potential to increase recreational pressure upon identified protected species, habitats and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly.</p>
<p>3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS).</p>

<p>4. Aid in the delivery of a network of multifunctional Green Infrastructure?</p>	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> <li>- Protection should be given to mature hedgerows and trees along the boundaries of the site.</li> <li>- Blackball Brook tributary and associated flood zones</li> <li>- Circa 30m buffer adjacent to Trowbridge Lodge Park.</li> </ul> <p>In line with national policy, local plan policy and standing advice from relevant bodies, the development of the site would have the potential to make suitable provision for buffers to recognised green/water course corridors. Given the size of the site there would be the potential to make suitable provision for buffers to protect any biodiversity features and the provision of public open space which may give opportunities for biodiversity enhancement. The site has direct access to Biss Meadows country park and associated play space. Play space (particularly for youth) is lacking in the area and due to its location, this site would be accessible by residents in the wider area.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 1</b></p> <ul style="list-style-type: none"> <li>• The site lies within the Bath &amp; Bradford on Avon Bats Special Area of Conservation (SAC) core area for Bechstein's bats and lies within the grey hatched zone (medium risk for effects of recreational pressure) and yellow zone (medium risk for effects of habitat loss) in the Trowbridge Bat Mitigation Strategy (TBMS).</li> <li>• The site is situated between the Green Lane Woodland Complex County Wildlife Site and Biss Meadows County Wildlife Site. The Blackball Brook tributary runs along the southern boundary of the site and links these two wildlife sites.</li> <li>• The site has potential for roosting, foraging and commuting bats.</li> <li>• The site is in an ideal location to provide green infrastructure and there is scope for considerable ecological mitigation and enhancement in the buffers, however the resulting developable area could be small in area.</li> <li>• A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</li> <li>• On balance, moderate (significant) adverse effects are considered likely against this objective.</li> </ul>	
<p><b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Ensure development maximises the efficient use of land?</p>	<p>It is considered that development of this site could maximise efficient use of land. There are existing residential areas to the north, east and west of the site which may indicate the type of density that could be achieved here. The presence of the watercourse to the south would require land to be left undeveloped as a buffer. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
<p>2. Maximise the reuse of Previously Developed Land?</p>	<p>This site is greenfield and in agricultural use, therefore opportunities to maximise PDL are very limited.</p>
<p>3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?</p>	<p>This site is greenfield, agricultural land which appears not to have been developed before - therefore it is unlikely to be contaminated. However, a more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.</p>
<p>4. Result in the permanent loss of the</p>	<p>Evidence shows this site as consisting of Grade 4 BMV agricultural land. Development of this site would therefore lead to a permanent loss of lower quality agricultural land. Given the smaller size of the site, significant adverse effects are unlikely.</p>

Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	<p>There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of development. The Trowbridge Household Recycling Centre is located at Canal Road Industrial Estate in the north of Trowbridge which is in reasonable proximity by car to this site.</p> <p>The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.</p>
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 2</b></p> <ul style="list-style-type: none"> <li>• A relatively small, greenfield site. Does not contain any PDL. Development would lead to a loss of lower quality agricultural land.</li> <li>• Site may be able to deliver appropriate densities but the proximity of the watercourse will require a buffer zone to be left undeveloped.</li> <li>• Based on available evidence, it is considered unlikely that remediation measures for contaminated land would be required but further assessment is needed.</li> <li>• The site is not located within a designated Mineral Safeguarding Area.</li> <li>• No known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated into a development.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 3 - Use and manage water resources in a sustainable manner</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Protect surface, ground and drinking water quantity/quality?	<p>This site is not covered by any Source Protection Zones, Drinking Water Protected Areas or Drinking Water Safeguard Zones.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will still need to make suitable provision to protect and, where appropriate, improve local surface and groundwater quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply, It is likely that moderate off-site infrastructure reinforcement would be required. The area covered by Wessex 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 the development and occupation of the site.</p> <p>With regard to foul water network capacity, it is likely that moderate off-site infrastructure reinforcement would be required. A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</p>

facilities and surface water drainage is available?	
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 3</b></p> <ul style="list-style-type: none"> <li>• This site is not covered by any Source Protection Zones, Drinking Water Protected Areas or Drinking Water Safeguard Zones.</li> <li>• Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water. This needs to be considered when designing Surface Water Drainage Systems.</li> <li>• The area covered by Wessex 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 the development and occupation of the site.</li> <li>• With regard to foul water network capacity, it is likely that moderate off-site infrastructure reinforcement would be required. A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</li> <li>• Development is likely to increase pressure on water resources and sewage treatment capacity is likely to require improvement, and therefore, a moderate (significant) adverse effect is likely.</li> </ul>	
<p><b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	Development of this site will inevitably increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will any required transport infrastructure. Development will be taking place in an area which is currently open countryside, albeit adjacent to residential areas to the north and west. However, there are minimal constraints overall. Road traffic noise will need to be assessed and mitigation included in the design and layout of dwellings closest to West Ashton Road.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, significant new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</p> <p>This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to. An Air Quality Assessment for this site would be required, focused on the impact on the narrower more congested streets in the town and the cumulative effects of all proposed allocations.</p>
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 4</b></p> <ul style="list-style-type: none"> <li>• This is a relatively small site, but development will inevitably increase levels of environmental pollution locally, including noise, light and vibration – both during construction and operational phases, as will the required transport infrastructure. However, the site will already be affected somewhat from residential development to the north, east and west.</li> <li>• Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</li> </ul>	

<ul style="list-style-type: none"> <li>• This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to.</li> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?</p>	<p>As this is a smaller site, it is considered that far fewer emissions would be produced during the construction and occupation of the site. Mitigation measures can still be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include renewable energy generation; however, this would mainly be within buildings rather than areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
<p>2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?</p>	<p>It is not considered possible for all new development to be located within Flood Zone 1. 55% of the site may be unsuitable, due to being too high risk, subject to the exception test. The areas of moderate flood risk are related to a tributary of the River Biss which runs along the south of the site. Wide buffer zones should be left adjacent to the River with significant biodiversity enhancement and Green Infrastructure. This would result in the loss of developable land. Consideration should be given to sequentially planning the development of the site to ensure that the risk of flooding is alleviated.</p>
<p>3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?</p>	<p>There is significant flood risk to some of the site associated with both fluvial and pluvial surface water flooding, which may be exacerbated by climate change. The highest fluvial risk on site, located in Flood Zone 3a covers 55% of the site. This is the area around the south of the site and is associated with the watercourse. The highest pluvial risk on site (3% chance of flooding each year) covers 42% of the site and follows a similar pattern to the fluvial risk. There is a medium pluvial flood risk across 56% of the site. This means each year, there is a 1% chance of this area flooding, considering increased risk due to climate change. Finally, there is a low pluvial flood risk across 60% of the site. Each year, this area has 0.1% chance of flooding. It is thought to be unlikely that development could avoid these areas and could worsen the flood risk elsewhere if surface water isn't managed sustainably. There is a medium risk of groundwater flooding on 3% of the site. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't worsened elsewhere.</p>
<p>4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and</p>	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site would need to incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located more than 1 km from the town centre, which could inhibit active travel to the town centre and ease of access to public transport. It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p>

rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?	As this is a small site in Trowbridge, there may not be much provision for large areas of open space, however there will be less greenfield land lost. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. Areas currently at risk of fluvial flooding should be protected with wide buffer zones that incorporate significant biodiversity enhancement and Green Infrastructure.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• It is not considered possible for all development to be in Flood Zone.</li> <li>• Areas of moderate fluvial flood risk are associated with a tributary of the River Biss to the south of the site. This means 55% of the site is potentially undevelopable.</li> <li>• Wide buffer zones should be left adjacent to those watercourses with significant biodiversity enhancement and Green Infrastructure.</li> <li>• Flood risk could be exacerbated by climate change.</li> <li>• Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.</li> <li>• There is also a significant risk associated with pluvial flooding across 42% of the site and a moderate risk across 56% of the site which follows a similar pattern to the fluvial risk. This would need to be mitigated by an appropriate surface water management strategy.</li> <li>• It would be possible for this development to include renewable energy generation, mostly within buildings and not in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Although the size of this site may not lend itself to large amounts of renewable energy opportunity, it also has the potential to produce significantly less greenhouse gas emissions than a larger site. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, this is a smaller site which should produce fewer emissions than a larger one. It is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is not considered possible for new development to be in Flood Zone 1. Given the significant surface water flood risk on the site, a moderate (significant) adverse effect is likely.</li> </ul>	
<b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Support the development of renewable and low carbon sources of energy?	<p>As this is one of the smaller sites in Trowbridge, there may be less open space available for opportunities to support energy generation from renewable and low carbon sources. There may still be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development;</li> <li>• considers identifying suitable areas and options for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on in to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>As this is a smaller site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substations in Trowbridge are constrained, therefore could struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own</p>

	<p>energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - if the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	It is considered that a site of this size would enable less economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure however it is considered that most of the site will be used for development to improve viability. With less renewable energy generation on site there are fewer possibilities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, being a smaller site, there will be a lower energy demand.
4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and also into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.
<b>Assessment outcome (on balance): Minor positive effect</b>	
<b>Summary of SA Objective 6</b>	
<ul style="list-style-type: none"> <li>• It is considered that a site of this size would not support large-scale renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is limited space available. It would still be possible to generate renewable energy on a smaller scale.</li> <li>• There will need to be a positive strategy for energy from renewable sources from developers for example, the use of solar panels and energy efficiency measures.</li> <li>• New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.</li> <li>• As this is a smaller site, energy demand will be less than a larger site.</li> <li>• It is considered that the current energy infrastructure could cope with the increased demand of this site however further evidence is required to confirm this.</li> <li>• Overall, given that this is a smaller site, energy demand will be less than that of a larger site. There may be opportunities for small scale renewable energy generation, and there is potential for this site to provide EV charging points, which would encourage more sustainable car use, therefore minor positive effects are considered likely against this objective.</li> </ul>	
<b>SA objective 7 - Protect, maintain and enhance the historic environment</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas,	<p>There are no designated conservation assets effected by potential development of this site.</p> <p>The site has medium value features including a former deserted post-medieval settlement identified during evaluation in eastern extent of the site. There are various features of low value including Former route of West Ashton Road travels through the site. There are water meadows around the site which are of little archaeological importance.</p> <p>Further investigation is likely to be needed in the form of geophysical survey and subsequent trial trenching. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Following further investigation, mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required, potentially in the eastern area of this site where further Medieval remains may be located. Also, mitigation strategy could include preservation by record where preservation in situ is not required. Should preservation be part of a mitigation strategy, opportunities to interpret and</p>



Historic Parks & Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?	enhance understanding and / or improve land management regimes could be taken forward. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low. On site there is a Post Medieval to 21 <sup>st</sup> century Meadows that are highly sensitive and rare within the area. A small area in the east is within an area characterised as 21 <sup>st</sup> century urban development. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Further research is likely needed to determine the survival and extent of water meadows on the site, possibly via site survey. Mitigation strategy could include avoidance of surviving historic landscape features, such as meadows. Following the application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is moderate. Following the results of the site survey, this risk could reduce or increase.
2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?	In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance.  The site is not located near to a conservation area.
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• There are no designated conservation assets affected.</li> <li>• The potential for significant adverse archaeological effects is low.</li> <li>• The potential for significant adverse historic landscape effects is moderate.</li> <li>• The site is not located near to a conservation area.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...</b>	
1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	No AONBs, national parks or other nationally designated landscapes cover the site area. The Cotswold AONB lies approximately 5.2km northwest, Biss Wood ancient woodland 800m to the southeast and Green Lane Wood ancient woodland approximately 750m to the east. Significant impacts on nationally designated landscapes from development are not anticipated.
2. Minimise impact on, and enhance, locally valued landscapes through high quality,	The site lies on the eastern edge of Trowbridge, to the south of existing residential development between the two arms of the B3105. The site comprises of a single field to the south of Trowbridge Lodge Park residential area, the north boundary formed by a mature tree belt, and the southern boundary formed by a watercourse. Residential development that is proposed to the south will be set back from the watercourse by a landscape buffer that includes a footpath link from Castle Mead, across West Ashton Road and into Biss Meadows Country Park.

<p>inclusive design of buildings and the public realm?</p>	<p>This is an undesignated landscape that forms part of a local network of greenspace to the east of Trowbridge, linking between Biss Meadows Country Park and blocks of ancient woodland to the east of Trowbridge. The wooded settlement edge and riparian vegetation contribute to a local sense of place, connected with the nearby country park. It is a simple landscape that is of moderate condition and limited scenic quality, due to encroachment by surrounding modern development.</p> <p>Overall, it is considered that the site is of generally medium landscape sensitivity to development, due to its contribution to connectivity of greenspaces including the country park and ancient woodland. The site has generally medium capacity to accommodate development, particularly considering the setting of the watercourse linking into Biss Meadow Country Park.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>- Potential for built form to further erode the sense of place associated with the watercourse and wooded settlement edge.</li> <li>- Potential loss of woodland and riparian vegetation that provide linking features through the local landscape.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>- Avoid development that would break the treed skyline associated with the wooded settlement edge.</li> <li>- Retain the watercourse, riparian vegetation and trees as part of a mature landscape framework that contributes to a green buffer between settlement areas and provides links between landscape features.</li> </ul>
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>This site forms part of a local network of greenspace to the east of Trowbridge, linking between Biss Meadows Country Park and blocks of ancient woodland to the east of Trowbridge by the tributary watercourse and riparian and field boundary vegetation. The site is linked to Biss Meadows Country Park and countryside to the east of Trowbridge by the tributary watercourse and riparian and field boundary vegetation.</p> <p>Pedestrian routes have also been created, as part of the new Castle Mead development, following the line of the watercourse between the country park and east to the edge of the settlement and Green Lane Woodland and Biss Woodland (ancient woodlands) beyond. Additional connectivity to existing networks could be achieved including a network by creating a path along the stream.</p> <p>Opportunities should be sought to conserve and augment vegetation boundaries where appropriate as part of the landscape strategy for the site, to improve green links as part of a green-blue corridor between the east of Trowbridge and surrounding countryside including Green Lane Wood and Biss Wood to the east.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 8</b></p> <ul style="list-style-type: none"> <li>• No AONBs, national parks or other nationally designated landscapes cover the site area.</li> <li>• The site comprises a single field to the south of Trowbridge Lodge Park residential area, the north boundary formed by a mature tree belt, the southern boundary formed by a watercourse.</li> <li>• The site forms part of a local network of greenspace to the east of Trowbridge, linking between Biss Meadows Country Park and blocks of ancient woodland to the east.</li> <li>• The site is of generally medium landscape sensitivity to development, due to its contribution to connectivity of greenspaces including the country park and ancient woodland. The site has generally medium capacity to accommodate development, particularly considering the setting of the watercourse linking into Biss Meadow Country Park.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Provide an appropriate supply of affordable housing?</p>	<p>House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.</p>
<p>2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?</p>	<p>Should this small site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.</p>

**Assessment outcome (on balance): Minor positive effect**

**Summary of SA Objective 9**

- Notwithstanding any mitigation that may be required which results in a reduced developable area, this small site could bring forward a small amount of affordable housing as part of a housing development. The site could potentially deliver a range of different house types, tenures and sizes.
- Overall, a minor positive effect is considered likely against this objective.

**SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities**  
**Decision-Aiding Questions. Will the development site...**

<p>1. Maximise opportunities for affordable homes and job creation within the most deprived areas?</p>	<p>The Indices of Multiple Deprivation (IMD) 2019 identify this site as adjoining an area of high levels of deprivation. The development of this site is likely to be able to lead to positive social effects through new homes and jobs in close proximity to an area of higher deprivation. The level of affordable housing that would be required by this site is yet to be determined, however it has the potential to deliver up to circa 90 homes of all types and tenures. The site is considered to be able to deliver a proportion of affordable housing. There would be benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.</p>
<p>2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?</p>	<p>The site is approximately 1.3km to the south-east of the town centre and has a reasonably good level of accessibility through sustainable modes from the site to the town centre. Development at this site should look to enhance and promote sustainable transport modes. A new development should take opportunities to enhance local amenity greenspace as part of development at the site and improve existing nearby GI assets. Development at this site would generate a need for 9-12 early years places, 21-29 primary school places and 15-21 secondary school places. Early years places could be supported through the expansion of existing local provision. Additional primary places could be provided at the second primary school on Ashton Park and financial contributions for these would be required. These places will be possible if Biss Farm is not approved for residential development and the school would be unlikely to support this site in combination with other sites in Trowbridge and so new provision should be sought where possible. Financial contributions would be required to supply new secondary school places offsite. Contributions and land would need to be secured as part of ensuring education needs are sufficiently met offsite in either new or existing provision. Roundstone Surgery is approx. 0.8km to the north-west of the site. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>This is a small site that would be unlikely to support new provision of community facilities onsite, but development should look to enhance existing local provision where appropriate through financial contributions.</p>

4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	The development of this site would be unlikely to make any level of contribution to the reduction of rural isolation due to its position on the edge of Trowbridge and to the north of an existing allocation. This means that the site would be solely meeting the needs of Trowbridge and unlikely to have any positive effects for rural communities south of the town.
<b>Assessment outcome (on balance): Minor positive effect</b>	
<p><b>Summary of SA Objective 10</b></p> <ul style="list-style-type: none"> <li>• Development at this site could create opportunities for positive social effects in areas of higher deprivation in Trowbridge.</li> <li>• The site is likely to be able to provide affordable homes as part of housing development.</li> <li>• The site has relatively good accessibility to Trowbridge town centre, but opportunities to enhance sustainable transport links should be taken.</li> <li>• Opportunities should be taken to create linkages to existing greenspace and GI assets, improving these where appropriate.</li> <li>• Early years, primary and secondary schooling provision will require financial contributions into expanding or creating offsite facilities.</li> <li>• The site is well connected to existing health provision and financial contributions will be required to avoid worsening capacity issues within existing health services as part of any future development for housing at this site.</li> <li>• The site could help support local services and facilities but would be very unlikely to support onsite provision. Contributions for offsite provision should be sought where appropriate.</li> <li>• Overall, a minor positive effect is likely.</li> </ul>	
<b>SA objective 11 - Reduce the need to travel and promote more sustainable transport choices</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	The relatively small size of this site would suggest that a mixed-use development is unlikely.
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>The site is very sustainably located but delivering a vehicle access is considered problematic with either third party land ownership constraints or engineering constraints.</p> <p>The site has a boundary with West Ashton Road and The Spinney. The point of connection with West Ashton Road is at a point where a tributary of the River Biss crosses the road and hence the engineering to deliver a connection and address the environmental constraints will be difficult and expensive and possibly out of proportionality with the scale of development. Furthermore, the number of dwellings would be likely to trigger the need for a further emergency vehicle access, which whilst this can be delivered via a separate strengthened and widened footway/cycleway connection, the delivery of this would still be difficult due to proximity to the River Biss crossing.</p> <p>Connection with The Spinney may be further made difficult due to third party land ownership and its status as a private road. Furthermore, an additional circa 100 dwellings onto an estate road for around 110 existing dwellings creates concern for emergency vehicle access etc.</p>
3. Make efficient use of existing transport	Pedestrian/Cycle: Where the site meets West Ashton Road it is served by an accessible footway/cycleway of recreational and commuting merit, linking the site direct into the 'hub' of Trowbridge. The site is considered within good accessible distance to the town centre and supporting infrastructure (primary schools etc.). The site will also

<p>infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p>benefit from community, education and employment opportunities coming forward with the Ashton Park development, which will also deliver a pedestrian crossing of West Ashton Road in close proximity to the site.          Bus: The site is well served by the 66 Service with frequent services to the town centre. The site will also benefit from services coming forward with the Ashton Park allocation to the south-west of the site.          Rail: The site is considered within reasonable walking and cycling access to the town centre and Rail station.          Service Vehicles: Access will not be achievable if vehicular access is not. The number of dwellings would trigger the need for secondary emergency vehicle access, but this does not need to be an all-purpose vehicular access.</p>
<p><b>Assessment outcome (on balance): Minor adverse effect</b></p>	
<p><b>Summary of SA Objective 11</b></p> <ul style="list-style-type: none"> <li>• The relatively small size of this site would suggest that a mixed-use development is unlikely.</li> <li>• The site is very sustainably located but delivering a vehicle access is considered problematic with either third party land ownership constraints or engineering constraints.</li> <li>• Pedestrian/Cycle: Where the site meets West Ashton Road it is served by an accessible footway/cycleway of recreational and commuting merit, linking the site direct into the 'hub' of Trowbridge. The site is considered within good accessible distance to the town centre and supporting infrastructure (primary schools etc.).</li> <li>• Bus: The site is well served by the 66 Service with frequent services to the town centre.</li> <li>• Rail: The site is considered within reasonable walking and cycling access to the town centre and Rail station.</li> <li>• Site specific mitigation measures include: Delivery of an appropriate access facility.</li> <li>• Strategic mitigation measures include: Contribution to Trowbridge Transport Strategy.</li> <li>• Overall, likely effects of this development will be minor given the size of the site and its location.</li> </ul>	
<p><b>SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?</p>	<p>The site is approximately 1.3km to the south-east of the town centre and the railway station is approx. 1.7km away in the same direction. Although a small/medium site, it would have some capability of being able to support the vitality and viability of Trowbridge town centre due to its location. The site is well positioned to serve existing local facilities in the south-east of Trowbridge. Ensuring sufficient enhancements to the town centre through sustainable transport methods.</p>
<p>2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?</p>	<p>This site is in close proximity to West Ashton Road, which is beneficial for access northerly toward Trowbridge and southerly away from the town towards Westbury. West Ashton Road Principal Employment Area adjoins the site to the south. White Horse Business Park is positioned approx. 1.4km to the south-west of the site, whilst Canal Road Industrial Estate is approx. 2km to the north. Development at this site would not lead to a loss of any protected employment land and could form an extension to the site to the south. Albeit this land is yet to come forward for employment development.</p> <p>The small-medium size of the site suggests that there is some potential for the site to support a mixed-use scheme, but the scale of employment land would be likely to meet only a small range of economic needs but could help to diversify the employment offer at Trowbridge.</p>
<p>3. Contribute to the provision of infrastructure that will help to promote economic growth,</p>	<p>This is a small/medium sized site that has a small capability of delivering employment alongside housing and associated infrastructure as part of a mixed-use scheme. Alternatively, the site could bring forward employment land to meet different needs, alongside associated infrastructure. This is likely to have benefits for the local economy and for economic growth.</p>

including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	There may be opportunities to consider onsite energy generation and for the site to support low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
4. Promote a balance between residential and employment development to help reduce travel to work distances?	Introducing a mixed-use development to this site may be possible, however development at the site would be capable of placing jobs and homes in close proximity due to the relationship between the site and West Ashton Road Principal Employment Area. This would help to reduce the need to travel to work.

**Assessment outcome (on balance): Moderate (significant) positive effect**

**Summary of SA Objective 12**

- There is some existing connectivity from the site to Trowbridge town centre. The site is likely to be capable of helping support existing or emerging local facilities.
- The site is in a predominately residential area and benefits from a location that adjoins protected employment land.
- This is a smaller sized site with limited potential to meet different economic needs, although it could support employment land to the south in coming forward.
- Overall, a moderate positive effect is likely.

**Site Number and/or SHELAA ref(s):** Site 2 (SHELAA sites 646, 647)

**Site name:** Land to rear of 116 & 118 Trowbridge Rd

**Site size:** 2.72 ha **Site capacity:** approximate range 68 - 95 dwellings

**Site description:** This site is located in Hilperton and is in agricultural use. It is located to the west of Ashton Rise and north of Newhurst Park. It extends north almost as far as Trowbridge Road.

**SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses**

**Decision-Aiding Questions. Will the development site...**

1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?	Forming part of a mixed agricultural landscape that separates Trowbridge and Hilperton, the site acts as an extension of open habitat at Hilperton Gap where surveys have demonstrated use by special area of conservation (SAC) bats. Hedgerows on the site are well established and well connected to tree planting and hedgerows off the site. In view of the site's position and habitat composition there is good potential for foraging and commuting by SAC bats and bat species in general. If surveys confirm that hedgerows are core bat habitat (as seems likely), it will be difficult to develop the site while at the same time giving the level of protection required by the Trowbridge Bat Mitigation Strategy (TBMS). In addition, the TBMS requires 100% mitigation for loss of any greenfield habitat. Given its small size and geographical position the site is unlikely to have capacity to do this or to meet the policy requirement for net biodiversity gain. If great crested newts are present, it will be difficult / impossible to provide effective mitigation on site and therefore the applicant should apply for District Level Licensing. Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
2. Protect and enhance designated and non-designated sites, priority species and	The site sits within the Bath & Bradford On Avon Bats Special Area of Conservation (SAC) core area for Bechstein's bats. The whole site lies within the grey hatched zone (medium risk for effects of recreational pressure) and yellow zone (medium risk for effects of habitat loss) in the Trowbridge Bat Mitigation Strategy (TBMS). The site contains priority habitats - hedgerows, parkland trees and a pond. Potential for great crested newts – breeding and terrestrial habitat present.

habitats and protected species?	Development of the site has the potential to increase recreational pressure upon identified protected species, habitats and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly.
3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?	The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS).
4. Aid in the delivery of a network of multifunctional Green Infrastructure?	Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example: <ul style="list-style-type: none"> <li>- Protection should be given to mature hedgerows and trees along the boundaries of the site where possible.</li> <li>- Given the size of the site there would be the potential to make suitable provision for buffers to protect any biodiversity features and the provision of public open space which may give opportunities for biodiversity enhancement.</li> </ul>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 1</b></p> <ul style="list-style-type: none"> <li>• The site acts as an extension of open habitat at Hilperton Gap where surveys have demonstrated use by Special Area of Conservation (SAC) bats.</li> <li>• Hedgerows on the site are well established and well connected to tree planting and hedgerows off the site. In view of the site's position and habitat composition there is good potential for foraging and commuting by SAC bats and bat species in general.</li> <li>• If surveys confirm that hedgerows are core bat habitat (as seems likely), it will be difficult to develop the site while at the same time giving the level of protection required by the Trowbridge bat Mitigation Strategy (TBMS).</li> <li>• The TBMS requires 100% mitigation for loss of any greenfield habitat. Given its small size and geographical position the site is unlikely to have capacity to do this or to meet the policy requirement for net biodiversity gain. The site is unlikely to be critical or strategically important for SAC bats.</li> <li>• A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas. Development could be mitigated through an offsite scheme to deliver mitigation and net gain in a location which is strategically better for SAC bats.</li> <li>• Decoupling the mitigation from the application site would also allow land to be secured to deliver net gain.</li> <li>• If great crested newts are present, it will be difficult / impossible to provide effective mitigation on site and therefore the applicant should apply for district level licensing.</li> <li>• On balance, the site would have a moderate (significant) adverse effect on this objective.</li> </ul>	
<b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Ensure development maximises the efficient use of land?	Development of the site may be able to deliver appropriate densities. However, development would need to consider the existing lower density development to the north and east of the site so densities may not be as high as the adjacent Newhurst Park. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.
2. Maximise the reuse of Previously Developed Land?	This site is greenfield and in agricultural use, therefore opportunities to maximise PDL are very limited.

3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	This site is greenfield, agricultural land which appears not to have been developed before - therefore it is unlikely to be contaminated. However, a more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence shows this site as consisting of Grades 2 and 3 agricultural land. There is no differentiation between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. Development of this relatively small site would lead to a permanent loss of high/medium quality agricultural land. However, given the likely scale of development, significant adverse effects are not likely.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	This is a small site, but it is possible that some sustainable waste management facilities and integrated recycling infrastructure could be incorporated into the layout and design of development. The Trowbridge Household Recycling Centre is located at Canal Road Industrial Estate which is in fairly close proximity by car to this site. The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.

**Assessment outcome (on balance): Minor adverse effect**

**Summary of SA Objective 2**

- A relatively small, greenfield site. Does not contain any PDL.
- Development would lead to a permanent loss of high/medium quality agricultural land, but likely scale of development means significant loss not likely.
- Development would need to consider the existing lower density development to the north and east of the site.
- Based on available evidence, it is considered unlikely that remediation measures for contaminated land would be required in order to facilitate development.
- The site is not located within a designated Mineral Safeguarding Area.
- It is possible that some sustainable waste management facilities and integrated recycling infrastructure could be incorporated into a development.
- Overall, a minor adverse effect is considered likely against this objective.

**SA objective 3 - Use and manage water resources in a sustainable manner**

**Decision-Aiding Questions. Will the development site...**



1. Protect surface, ground and drinking water quantity/quality?	This site is not covered by any Source Protection Zones, Drinking Water Protected Areas or Drinking Water Safeguard Zones. In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will still need to make suitable provision to protect and, where appropriate, improve local surface and groundwater quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	This site falls within the catchment area supplied by Wessex Water. With regard to water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. The area covered by Wessex 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 the development and occupation of the site. With regard to foul water network capacity, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 3</b></p> <ul style="list-style-type: none"> <li>• This site is not covered by any Source Protection Zones, Drinking Water Protected Areas, or Drinking Water Safeguard Zones.</li> <li>• Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water. This needs to be considered when designing Surface Water Drainage Systems.</li> <li>• The area covered by Wessex 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 the development and occupation of the site.</li> <li>• With regard to water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks.</li> <li>• With regard to foul water network capacity, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks.</li> <li>• The sewage treatment works that serves Trowbridge would require improvements to accommodate the level of development planned for the town.</li> <li>• A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</li> <li>• On the basis of the above assessment, a minor adverse effect is likely.</li> </ul>	
<p><b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	This is a small site, but development will inevitably increase levels of environmental pollution locally, including noise, light and vibration – both during construction and operational phases, as will the required transport infrastructure. However, the site will already be affected somewhat from surrounding development all around the site. The site is over 100m from the A361, but a road noise impact assessment will be required. However, the level of mitigation required is unlikely to be significant.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, significant new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</p> <p>This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to. An Air Quality Assessment for this site would be required, focused on the impact on the narrower more congested streets in the town and the cumulative effects of all proposed allocations.</p>

3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 4</b></p> <ul style="list-style-type: none"> <li>• This is a small site, but development will inevitably increase levels of environmental pollution locally, including noise, light and vibration – both during construction and operational phases, as will the required transport infrastructure. However, the site will already be affected somewhat from surrounding development all around the site.</li> <li>• Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</li> <li>• This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to.</li> <li>• An Air Quality Assessment for this site would be required, focused on the impact on the narrower more congested streets in the town and the cumulative effects of all proposed allocations.</li> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?	<p>As this is a smaller site, it is considered that far fewer emissions would be produced during the construction and occupation of the site. Mitigation measures can still be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include renewable energy generation; however, this would mainly be within buildings rather than areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?	The site is located within Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The closest significant watercourse to the site is Paxcroft Brooke which runs east to west approximately 600m to the south of the site.
3. Minimise vulnerability to surface water flooding and other sources of flooding,	There is a moderate risk posed to 61% of the site due to high groundwater levels. This is across the north of the site. This means groundwater levels are between 0.25 and 0.5 m below ground level. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. There is thought to be minimal risk from surface water flooding. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't exacerbated elsewhere.

without increasing flood risk elsewhere?	<p>4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?</p> <p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located more than 1 km from the town centre, which could inhibit active travel to the town centre and ease of access to public transport. It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>As this is a small site, there may not be much provision for large areas of open space, however there will be less greenfield land lost. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. However, some commonly used sustainable drainage techniques will not be able to be used across some of the site due to high groundwater levels.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• The site is in Flood Zone 1.</li> <li>• There is minimal fluvial or pluvial flood risk.</li> <li>• Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.</li> <li>• Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.</li> <li>• There is a moderate risk associated with shallow groundwater under 61% of the site. This would inhibit the use of some sustainable draining methods, likely resulting in surface water having to be drained through conventional piping systems. This puts pressure on the existing system.</li> <li>• It would be possible for this development to include renewable energy generation, however there may be limited opportunity to use open space as this is a smaller site. It is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Although the size of this site may not lend itself to large amounts of renewable energy opportunity, it also has the potential to produce significantly less greenhouse gas emissions than a larger site. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, this is a smaller site which should produce fewer emissions than a larger one. It is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is considered possible for new development to be in Flood Zone 1. However, given the risk associated with high groundwater levels, which could inhibit the use of SUDs and thus worsen flood risk elsewhere, a moderate adverse effect is likely.</li> </ul>	
<p><b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Support the development of renewable and low carbon sources of energy?</p>	<p>As this is one of the smaller sites in Trowbridge, there may be less open space available for opportunities to support energy generation from renewable and low carbon sources. There may still be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development;</li> <li>• considers identifying suitable areas and options for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>

2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>As this is a smaller site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substations in Trowbridge are constrained, therefore could struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - if the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	It is considered that a site of this size would enable less economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure however it is considered that most of the site will be used for development to improve viability. With less renewable energy generation on site there are fewer possibilities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, being a smaller site, there will be a lower energy demand.
4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and also into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.

**Assessment outcome (on balance): Minor positive effect**

**Summary of SA Objective 6**

- It is considered that a site of this size would not support large-scale renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is limited space available. It would still be possible to generate renewable energy on a smaller scale.
- There will need to be a positive strategy for energy from renewable sources from developers for example, solar panels and energy efficiency measures.
- New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.
- As this is a smaller site, energy demand will be less than a larger site.
- It is considered that the current energy infrastructure could cope with the increased demand of this site however further evidence is required to confirm this.
- Overall, given that this is a smaller site, energy demand will be less than that of a larger site. There may be opportunities for small scale renewable energy generation, and there is potential for this site to provide EV charging points, which would encourage more sustainable car use, therefore minor positive effects are considered likely against this objective.

**SA objective 7 - Protect, maintain and enhance the historic environment**  
**Decision-Aiding Questions. Will the development site...**

1. Conserve and enhance World	The site would impact on Grade II Listed Building 117 Willow Cottage (previously 2 cottages) and on the designated Hilperton conservation area. Listed cottages have restricted setting contributing to their special interest which should be respected. The need to respect setting of cottages will be a constraint but mitigation likely to be
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Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?	<p>possible. Requirement to respect character of historic townscape/CA (CP57) will also be a constraint to layout and access particularly. The potential for significant adverse effects is low.</p> <p>The site has various features of low value including Medieval/Post medieval ridge and furrow earthworks previously visible in aerial photographs and LiDAR across and around the site- potentially still visible, Former ridge and furrow earthworks indicate potential for survival of archaeological remains, Roman features identified during excavation within the buffer area indicate potential for further roman archaeological remains to extend into the site. Further investigation is likely needed during a planning application process in the form of geophysical survey and subsequent trial trenching.</p> <p>Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Following further investigation, mitigation strategy could include preservation by record if relevant. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low.</p> <p>Former character remains legible, and elements of ridge and furrow may survive as earthworks are highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Further research is likely needed to determine the survival and extent of ridge and furrow on the site. The mitigation strategy could include retention of surviving historic landscape elements, such as ridge and furrow, across the site, within the design of future development. Following the application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is moderate, however following the results of site survey this risk could reduce.</p>
2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?	<p>In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance. Whilst the site is located near to the Hilperton conservation area and there are listed buildings in the vicinity it is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>
<p><b>Assessment outcome (on balance): Minor adverse effect</b></p>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• The potential for significant adverse heritage/conservation effects is low.</li> <li>• The potential for significant adverse archaeological effects is low.</li> <li>• The potential for significant adverse historic landscape effects is moderate.</li> <li>• The site is not located near to a conservation area.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...</b></p>	
1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	<p>No AONBs, national parks or other nationally designated landscapes cover the site area. The Cotswolds AONB is approximately 5km to the northwest while Biss Wood ancient woodland (2km away), Green Lane Wood ancient woodland (1.1km away) and Great Bradford Wood ancient woodland (2.7km away) are all located within 3km of the site. Significant impacts on nationally designated landscapes from development are not anticipated.</p>

2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	<p>The site lies in the northeast of Trowbridge, between the A361 bypass and the southern edge of Hilperton. It forms part of the gently undulating landscape, that rises from Paxcroft Brook, north through the site and village. The site is bound by hedgerow boundaries with some settlement edge treatments including fence/wall boundaries and shrubs. The site forms part of a mixed agricultural landscape that separates Trowbridge and Hilperton. It comprises four small fields that separate the edge of the village from the modern residential extension of Trowbridge to the south.</p> <p>Hedgerow boundaries are in generally moderate condition and contribute to the local sense of place and separation of different residential areas. It is a simple landscape that has limited scenic quality, although contributes to the green space between settlement areas. Surrounding housing development is apparent, although hedgerow boundaries provide a buffer and screening in part.</p> <p>Overall, the site is of generally medium to low landscape sensitivity to development, with higher sensitivity associated with boundary vegetation. The site has generally medium to high capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>• Potential for built form to be intrusive in the rural landscape, and result in coalescence and loss of village edge character.</li> <li>• Potential loss of hedgerows and trees that provide linking features through the local landscape.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>• Avoid development that would break the treed skyline and stand out in the greenspace between Trowbridge and Hilperton.</li> <li>• Retain hedgerows and trees as part of a mature landscape framework to ensure appropriate buffers to development.</li> </ul>
3. Protect and enhance rights of way, public open space and common land?	<p>Public footpaths cross the fields to the northwest of the site, linking between the edge of Trowbridge towards the prominent Church of St Michael and All Angels on the edge of Hilperton, through the village to surrounding countryside to the northeast of Trowbridge.</p> <p>There is no public open space or common land within this site.</p>

**Assessment outcome (on balance): Minor adverse effect**

**Summary of SA Objective 8**

- No AONBs, national parks or other nationally designated landscapes cover the site area.
- The site comprises four small fields that form part of the gently undulating landscape, that rises from Paxcroft Brook, north through the site and village. The site is bound by hedgerow boundaries with some settlement edge treatments including fence/wall boundaries and shrubs. The site forms part of a mixed agricultural landscape that separates Trowbridge and Hilperton.
- Public footpaths cross the fields to the northwest of the site.
- The site is of generally medium to low landscape sensitivity to development, with higher sensitivity associated with boundary vegetation. The site has generally medium to high capacity to accommodate development.
- Overall, a minor adverse effect is considered likely against this objective.

**SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures**  
**Decision-Aiding Questions. Will the development site...**

1. Provide an appropriate supply of affordable housing?	House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this small site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.

**Assessment outcome (on balance): Minor positive effect**

<p><b>Summary of SA Objective 9</b></p> <ul style="list-style-type: none"> <li>• Notwithstanding any mitigation that may be required which results in a reduced developable area, this small site could bring forward a small amount of affordable housing as part of a housing development.</li> <li>• The site could potentially deliver a range of different house types, tenures and sizes.</li> <li>• Overall, a minor positive effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Maximise opportunities for affordable homes and job creation within the most deprived areas?</p>	<p>The Indices of Multiple Deprivation (IMD) 2019 identify this site as being within an area of lower levels of deprivation and adjoining areas are also of lower levels of deprivation. The development of this site will not therefore lead to new homes and jobs in more deprived areas and would be unlikely to result in social benefits for those areas.</p> <p>The site has the potential to deliver up to circa 95 homes of different types and tenures and could deliver some affordable housing.</p> <p>There would be benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.</p>
<p>2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?</p>	<p>The site is approximately 1.5km to the north-east of the town centre and has a reasonable level of accessibility through sustainable modes from the site to the town centre. Development at this site should look to enhance and promote sustainable transport modes. A new development should take opportunities to enhance local amenity greenspace as part development on this site.</p> <p>Development at this site would generate a need for 9-12 early years places, 21-30 primary school places and 15-21 secondary school places. Early years places could be supported through the expansion of existing local provision. Additional primary places could be provided at the second primary school on Ashton Park and financial contributions for these would be required. These places will be possible if Biss Farm is not approved for residential development and the school would be unlikely to support this site in combination with other sites in Trowbridge and so new provision should be sought where possible. Financial contributions would be required to supply new secondary school places offsite. Contributions and land would need to be secured as part of ensuring education needs are sufficiently met offsite in either new or existing provision.</p> <p>Roundstone Surgery is approx. 1.6km to the south-west of the site, while Trowbridge Health Centre is approx. 1.7km to the west of the site. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>This is a small site that would be unlikely to support new provision of community facilities onsite, but development should look to enhance existing local provision where appropriate through financial contributions.</p>
<p>4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?</p>	<p>Development of this site in Trowbridge is unlikely to lead to a vast reduction in rural isolation as development will be located on the urban edge of Trowbridge and will be meeting the needs of Trowbridge primarily. However, new development could help to create new linkages between Hilperton and Trowbridge and this could include the enhancement of the existing public transport network.</p>
<p><b>Assessment outcome (on balance): Minor positive effect</b></p>	

<p><b>Summary of SA Objective 10</b></p> <ul style="list-style-type: none"> <li>• Development at this site would be unlikely to lead to positive social effects in areas of higher deprivation as it is not within or adjoining any of those areas.</li> <li>• Site is likely to be able to provide affordable homes as part of housing development.</li> <li>• The site is accessible to the town centre through modes of sustainable transport, but opportunities to enhance sustainable transport links should be pursued as part of any new development.</li> <li>• Additionally, opportunities should be taken to create linkages to existing local greenspace and GI assets.</li> <li>• Early years, primary and secondary schooling provision is most likely to be met offsite through contributions towards existing provision to create new spaces.</li> <li>• Accessibility to existing health provision would need to be improved and financial contributions to avoid worsening capacity issues within existing health services as part of any future development for housing at this site.</li> <li>• The site could go some way to helping support local services and facilities but would be very unlikely to be able to support onsite provision. Contributions for offsite provision should be sought where appropriate.</li> <li>• Overall, a minor positive effect is likely.</li> </ul>	
<p><b>SA objective 11 - Reduce the need to travel and promote more sustainable transport choices</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?</p>	<p>Given the size of this site, it is considered unlikely that a mixed-use development would be achieved. There are limited services and facilities near to the site, but the nearest bus stops are directly adjacent and opposite the point of potential access to the site and accommodate the X34 service.</p>
<p>2. Provide suitable access and not significantly exacerbate issues of local transport capacity?</p>	<p>There is only a very limited opportunity to provide an access to serve the quantum of houses proposed. Whilst the serving road is straight and may afford adequate visibility, the width and alignment of an access road may be out of kilter with the local conservation area. The site appears land locked from any adopted Highway.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p><b>Pedestrian/Cycle:</b> The site is located to the rear of existing properties and the site does not extend to either Trowbridge Road or the adopted footway to the rear of Apsley Close. Without access to a highway maintainable at public expense, the Highway Authority cannot confirm the sufficiency of any prospective access opportunity. The nearside of Trowbridge Road does not have a footway in the vicinity of the site and hence any development coming forward would need to provide a linking footway with existing provision towards Hilperton. It may also be necessary to provide a formal crossing facility, which may further aid bus accessibility, i.e. access to opposing bus stops. The site is within 600m to Hilperton Primary School, however given the serving road and footway network the school is a walk of 1600m away. Whilst this distance is within DfE guidelines and less than a maximum commutable distance, the route deviation would be likely to result in increased car movements to accommodate primary education accessibility. The Mead Community School is closer to walk to (less than 1km) and it is served by a grade separated crossing of the A361, however traditional catchment (local resident priority) may exclude the development.</p> <p>With regards to employment opportunities, the site is beyond reasonable distance to Canal Road Industrial Estate and the Town Centre and the rail station is also beyond walking distance. However, cycle access to the Industrial Estate is very good, with cycle facilities along Elizabeth Way, but the Town Centre and Rail Station are served by inadequate and sporadic infrastructure provision.</p> <p><b>Bus:</b> The nearest bus stops are directly adjacent and opposite the point of potential access to the site and accommodate the X34 service. The existing X34 service provides an hourly service between Trowbridge Road, Frome, Trowbridge, Melksham and Chippenham. This service provides an opportunity to travel between these destinations for general working hours, however there are limited opportunities in the evening. This service also operates on a Saturday, but not a Sunday. New bus stop infrastructure, including real time information will be necessary.</p> <p><b>Rail:</b> Trowbridge Rail Station is beyond reasonable walking distance and may not be considered very accessible by cycle due to lack of legible infrastructure.</p> <p><b>Service Vehicles:</b> If an access is achievable for cars, this should satisfactorily accommodate service vehicles.</p>



**Assessment outcome (on balance): Minor adverse effect**

**Summary of SA Objective 11**

- Given the size of this site, it is considered unlikely that a mixed-use development would be achieved.
- There are limited services and facilities near to the site, but the nearest bus stops are directly adjacent and opposite the point of potential access to the site and accommodate the X34 service.
- There is limited opportunity to provide an access to serve the quantum of houses proposed. Whilst the serving road is straight and may afford adequate visibility, the width and alignment of an access road may be out of kilter with the local conservation area. Further, more detailed assessment will be required to establish if a suitable access can be achieved.
- For pedestrian and cycle access: The site is located to the rear of existing properties and the site does not extend to either Trowbridge Road or the adopted footway to the rear of Apsley Close. Without access to a highway maintainable at public expense, the Highway Authority cannot confirm the sufficiency of any prospective access opportunity.
- For public transport (bus) access: The nearest bus stops are directly adjacent the site and accommodate the X34 service which provides an hourly service.
- For rail usage: Trowbridge Rail Station is beyond reasonable walking distance and may not be considered accessible by cycle due to lack of legible infrastructure.
- Site specific mitigation measures include: temporal extended bus services. i.e., night-time services. New footway on the eastern side of Trowbridge Road and improved pedestrian/cycle access to the local school. New bus stops.
- Strategic mitigation measures include: contribution to Trowbridge Transport Strategy, including improved cycle infrastructure between the town centre and the site.
- Overall, likely effects of this development will be minor given the site size and location.

**SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth**  
**Decision-Aiding Questions. Will the development site...**

1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?	The site is approximately 1.5km to the north-east of the town centre and the railway station is approx. 2.3km away in the same direction. This is a small site, which would be less capable of being able to support the vitality and viability of Trowbridge town centre. The site is well positioned to serve existing local facilities in the north-east of Trowbridge and at Hilperton. Opportunities to improve connectivity to the town centre through sustainable transport modes should be incorporated to any development on this site to help support the town centre.
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	Immediate access opportunities to the site are unclear and the lack of suitable existing linkages suggests the site could be unattractive to higher skilled employment uses. Additionally, the site is small and so the ability of the site to meet a range of different economic needs, and support diverse employment needs, is limited. It is unlikely that this site would be able to support a mixed-use development. Existing employment land is situated approx. 1.5km to the south-west of the site and 1.3km to the north-west.  Development at this site would not lead to a loss of any protected employment land.
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	This is a small site that would be unlikely to support new homes, alongside employment land and community facilities. Any development at this site would be accompanied by associated infrastructure, which could have some knock-on benefits for the local economy but would be unlikely to lead to economic growth in the area.  To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

4. Promote a balance between residential and employment development to help reduce travel to work distances?	A mixed-use development is unlikely to be supported by this site, but there would be benefits arising from an employment development at the site as it would be able to help to support the employment needs of the local community. Therefore, placing jobs in close proximity to an existing population and reducing travel distances to work.
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**Assessment outcome (on balance): Minor positive effect**

<p><b>Summary of SA Objective 12</b></p> <ul style="list-style-type: none"> <li>• There is a reasonable level of existing accessibility to the town centre and railway station and the site could help to support local facilities.</li> <li>• The site benefits from close proximity to A361, but access may form an issue, limiting the ability of the site to attract higher skilled employment uses.</li> <li>• This is a small site that has limited potential to meet a range of employment needs as a result.</li> <li>• Benefits from situation in close proximity to existing residential land but is far removed from existing employment.</li> <li>• Overall, a minor positive effect is likely.</li> </ul>
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<p><b>Site Number and/or SHELAA ref(s):</b> Site 4 (SHELAA sites 3668, 735 and 3687)  <b>Site name:</b> Land north of Marsh Road, Staverton  <b>Site size:</b> 42.27 ha <b>Site capacity:</b> approximate range 1056 - 1480 dwellings  <b>Site description:</b> This site is in agricultural use – a mixture of pasture and arable. It is located to the east of Staverton. The site is bounded by the railway line and River Avon in the west and north, a solar farm to the east, Kennet &amp; Avon canal in the south and the village of Staverton to the west.</p> <p><b>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>
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1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?	<p>The site lies on the north edge of Trowbridge, between the railway and Kennet and Avon Canal and comprises irregular fields that are bound by hedgerows that frequently contain trees. The hedgerows and trees are well connected to riparian vegetation along the River Avon in the north and vegetation along the watercourse and canal to the east and south respectively. There are occasional field trees scattered through the site.</p> <p>The three wildlife corridors on the perimeter mean the value of this site extends well beyond its boundaries. It is highly likely these will be key special area of conservation (SAC) bat flight routes to and from the SAC and they will need to be buffered by at least 100m buffers. Any internal hedgerows demonstrated to be core bat habitat would need to be mitigated in accordance with the Trowbridge Bat Mitigation Strategy (TBMS) principles i.e., retained within 45m corridors centred on the hedgerow. This will considerably reduce the capacity of the site but will go much of the way towards meeting the net gain requirements.</p> <p>Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features.</p> <p>A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?	<p>The western half of the site lies in the Bath &amp; Bradford on Avon Bats Special Area of Conservation (SAC) core area for greater horseshoe bats. The site could contain flight routes around the outskirts of Trowbridge that SAC bats use to access the SAC mines to the north.</p> <p>Key wildlife corridors include the Kennet and Avon Canal County Wildlife Site (CWS) along the southern boundary of the site, the Bristol Avon River County Wildlife Site (CWS) on the northern boundary and the railway line along the western boundary of the site. The site is characterised by priority habitats including hedgerows, ponds, running water and other habitats include arable and pastureland and several mature hedgerow and field trees. Protected species are likely to include otters along the river and water voles along the canal and possibly great crested newts in the two ponds.</p> <p>Development of the site has the potential to increase recreational pressure upon identified protected species, habitats and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly.</p>

3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?	The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS).
4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> <li>- The retention of hedgerows/trees and addition of new greenspace.</li> <li>- Kennet and Avon Canal path, and cycle and pedestrian paths could be developed with the potential to provide required open space on site to serve future residents.</li> <li>- GI corridors are needed associated with the river and canal and buffers will be required between the sensitive features described above and the edge of any development, including infrastructure. These buffer zones could be incorporated into green infrastructure for the site as a whole, as long as habitat connectivity for wildlife is maintained throughout the wider local landscape.</li> <li>- The cycleway could be enhanced as a green corridor for wildlife. Any development should aim to retain and enhance all hedgerows and treelines, and to create habitat areas that connect existing habitat, especially woodland and riparian areas. The inclusion of the buffer zones is to ensure avoidance of impacts.</li> </ul> <p>In addition to this, mitigation for loss of pastoral land of relatively low ecological value could be provided through enhancement of retained features within individual sites. In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<b>Summary of SA Objective 1</b>	
<ul style="list-style-type: none"> <li>• There are three wildlife corridors on the perimeter, and it is highly likely these will be key SAC bat flight routes to and from the SAC.</li> <li>• The western half of the site lies in the Bath &amp; Bradford on Avon Bats SAC core area for greater horseshoe bats.</li> <li>• Key wildlife corridors include the Kennet and Avon Canal CWS along the southern boundary of the site, the Bristol Avon River CWS on the northern boundary and the railway line along the western boundary of the site. The site is characterised by priority habitats including hedgerows, ponds, running water and other habitats include arable and pastureland and several mature hedgerow and field trees.</li> <li>• There is scope for mitigation with good opportunities to capitalise on wildlife corridors to maximise wildlife habitat and secure enhancement of key SAC corridors, provide access to open space within and beyond the site thus avoiding regular visits from new residents to Green Lane Woodland Complex with advance planting and access provision necessary to achieve the above.</li> <li>• On balance, a moderate (significant) adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Ensure development maximises the efficient use of land?	This is a large site and it is considered possible that development could achieve an efficient use of land through maximising densities. However, there are a range of land uses/constraints along all of the boundaries of this site, including railway line, canal and solar farm, which will require further consideration and may affect the overall density. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.
2. Maximise the reuse of Previously Developed Land?	This site is greenfield and in agricultural use, therefore opportunities to maximise PDL are very limited.

3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	This site is greenfield, agricultural land which appears not to have been developed before - therefore it is unlikely to be contaminated. However, a more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence shows this site as consisting mainly of Grade 3 agricultural land with a small amount of Grade 4 towards the River Avon - there is no differentiation between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. Development of this site would lead to a significant permanent loss of medium quality agricultural land. Where possible, any development on this site should be located to reduce the loss of BMV, with development of lower quality land instead. Given the likely scale of development, significant adverse effects would be anticipated.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The northern two thirds of the site are located in a Sand and Gravel Mineral Safeguarding Area so the potential resource would likely be substantially sterilised. A significant area of the site could be lost but constraints could be overcome through mitigation (such as extraction of mineral prior to development).
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	<p>This is a large site and there are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of development.</p> <p>The Trowbridge Household Recycling Centre is located at Canal Road Industrial Estate which is in close proximity by car to this site. The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.</p>

**Assessment outcome (on balance): Moderate (significant) adverse effect**

**Summary of SA Objective 2**

- A large greenfield site that is in agricultural use - there are limited opportunities to maximise use of PDL within the site.
- Evidence shows this site as consisting mainly of Grade 3 agricultural land with a small amount of Grade 4. Development of this site would likely lead to a significant loss.
- It is considered possible that development could achieve an efficient use of land through maximising densities.
- It is unlikely that remediation measures for contaminated land would be needed to any significant degree, but more detailed assessment would be required to establish this.
- The northern two thirds of the site are located in a Sand and Gravel Mineral Safeguarding Area so the potential resource would likely be substantially sterilised.
- There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated into a development.
- Overall, given the size of the site, likely permanent loss of greenfield, agricultural land and location within a Mineral Safeguarding Area, moderate adverse effects are considered likely against this objective.

**SA objective 3 - Use and manage water resources in a sustainable manner**  
**Decision-Aiding Questions. Will the development site...**

<p>1. Protect surface, ground and drinking water quantity/quality?</p>	<p>Approximately 30% of the site is covered by Source Protection Zone 2c which is an extension to the outer protection zone. It does not require an assessment as to whether it poses an unacceptable risk to the source of supply. Some zones are extended because activities below the surface, such as deep drilling, could create pathways for pollutants to enter the groundwater. Zone 2 is defined by the 400-day travel time from pollutant to source. The 400-day travel time is based loosely on consideration of the minimum time required to provide delay, dilution, and attenuation of slowly degrading pollutants.</p> <p>The site is covered by a Drinking Water Protected Area. Drinking Water Protected Areas (Surface Water) are, within the Water Framework Directive, where raw water is abstracted from rivers and reservoirs. Raw water needs to be protected to ensure that it is not polluted which could lead to additional purification treatment. To do this water companies and the Environment Agency identify raw water sources that are 'at risk' of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Action is targeted in these zones to address pollution so that extra treatment of raw water can be avoided. Therefore, consultation with the Environment Agency would be required to understand determine the likely effects of the development.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consultation with the Environment Agency could be required to determine the likely effects of development within the areas identified within the Source Protection Zones. Reference should also be made to Wiltshire Council's Groundwater Management Strategy 2016. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. As this site covers a Source Protection Zone, the extent to which Sustainable Drainage systems can be used may be affected. As this site covers a Source Protection Zone, the extent to which Sustainable Drainage systems can be used may be affected.</p>
<p>2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?</p>	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply it is likely that moderate off-site infrastructure reinforcement would be required. The area covered by Wessex 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 the development and occupation of the site.</p> <p>With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required. Significant water infrastructure crosses the site.</p> <p>With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. Any development should follow the surface water hierarchy: 1. into the ground (infiltration); 2. to a surface water body; 3. to a surface water sewer, highway drain, or another drainage system; 4. to a combined sewer. Where infiltration is not a viable option then flows being released from the site would need a controlled discharge and to be agreed with the council on a site-by-site basis. Flows from greenfield sites should aim for 20% betterment over pre-developed discharge rates.</p>

**Assessment outcome (on balance): Moderate (significant) adverse effect**

**Summary of SA Objective 3**

- Approximately 30% of the site is covered by Source Protection Zone 2c.
- The site is covered by a Drinking Water Protected Area which are where raw water is abstracted from rivers and reservoirs.
- It is not covered by a Drinking Water Safeguard Zones.
- Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water. This needs to be considered when designing Surface Water Drainage Systems, which may be inhibited near the Source protection Zone.
- The area covered by Wessex 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 the development and occupation of the site.
- With regard to water supply it is likely that moderate off-site infrastructure reinforcement would be required.
- With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required.
- Significant water infrastructure crosses the site.
- With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development.
- Development is likely to increase pressure on water resources and sewage treatment capacity is likely to require improvement. The site is also partially covered by Source Protection Zone 2c (an extension to SPZ Zone 2), which could affect the ability to use sustainable drainage systems.
- A moderate (significant) adverse effect is likely.

<b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	<p>Development of this site is likely to significantly increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure. Development will be taking place in an area which is currently primarily open countryside, in agricultural use and with few roads or buildings.</p> <p>This site is adjacent to the railway line so an assessment of noise will need to be carried out and the site designed and laid out to mitigate noise so the levels recommended in BS8233:2014 can be achieved. This should not be a barrier to development.</p> <p>On the other side of the railway line is the Nestle Factory. Detailed assessment of noise and odour will be required, and any dwellings laid out and designed to suitably mitigate the impacts.</p> <p>Constraints are on one side of the site and suitable mitigation should be achievable without a significant impact on the number of dwellings, if residential uses are pursued on this site. Buildings adjacent to the railway line can be designed to protect the rest of the site from noise.</p> <p>The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area.</p>
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, significant new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. This is a large site within open countryside. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development (which is likely to be significant).</p> <p>In combination effects of the development of this and other sites in the area would put pressure on existing heavily trafficked local roads, and cumulative assessment of air quality impacts would be required.</p>
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	<p>This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 4</b></p> <ul style="list-style-type: none"> <li>• Development of this site is likely to significantly increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure.</li> <li>• This site is adjacent to the railway line and an assessment of noise will need to be carried out and the site designed and laid out to mitigate noise, if residential uses are proposed.</li> <li>• On the other side of the railway line is the Nestle Factory and detailed assessment of noise and odour will be required.</li> <li>• Constraints are on one side of the site and suitable mitigation should be achievable without a significant impact on the number of dwellings, should the site be developed for residential.</li> <li>• This is a large site within open countryside. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development (which is likely to be significant).</li> <li>• The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area.</li> </ul>	

<ul style="list-style-type: none"> <li>• In combination effects of the development of this and other sites in the area would put pressure on existing heavily trafficked local roads, and cumulative assessment of air quality impacts would be required.</li> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a site of this size in this location is considered likely to have moderate (significant) adverse effects against this objective, with mitigation problematic but achievable.</li> </ul>	
<p><b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?</p>	<p>A site of this size has the potential to produce large amounts of greenhouse gases through the construction and occupation of the development. Mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
<p>2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?</p>	<p>Most of the site is in Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The closest watercourse to the site is the River Avon which runs from along the north of the site. It is advisable to implement buffer zones adjacent to watercourses with significant biodiversity enhancement and Green Infrastructure.</p>
<p>3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?</p>	<p>There is a medium pluvial flood risk across 5% of the site. This means each year this area has a 1% chance of flooding, considering climate change. There is a low pluvial flood risk associated with 15% of the site. This means that each year there is a 0.1% chance of flooding in this area. The risk is thought to be associated with a drain which runs towards the River Avon. Pluvial Flood Risk should be mitigated by an appropriate surface water drainage strategy.</p> <p>There is a low risk to 42% of the site associated with groundwater levels that are between 0.5 and 5 m below the ground surface. This is across the north of the site.</p> <p>There is also a very small area of moderate groundwater flood risk, however this is very close to the River Avon and thus should be within a buffer zone. Groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. Cumulative impacts have been scored low. The site will require a Flood Risk Assessment to ensure there is no flood risk to site and that development of this site won't exacerbate Flood Risk elsewhere.</p>
<p>4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater</p>	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located more than 1 km from the town centre, which could inhibit active travel to the town centre and ease of access to public transport.</p> <p>It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>The size of this site will allow for the provision of areas of open space, but much of what is currently greenfield agricultural land will be developed. Enough land would need to be available for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates</p>

harvesting, Sustainable Drainage Systems, permeable paving etc?	equalling or bettering current greenfield infiltration rates. However, some commonly used sustainable drainage techniques may not be able to be used across some of the site due to high groundwater levels.
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• Most of the site is in Flood Zone 1.</li> <li>• There is a medium and low pluvial flood risk associated with a small portion of the site which should be mitigated with an appropriate surface water drainage strategy.</li> <li>• Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.</li> <li>• There is a low risk associated with shallow groundwater under 42% of the site. This could inhibit the use of some sustainable draining methods, likely resulting in surface water having to be drained through conventional piping systems. This puts pressure on the existing system.</li> <li>• It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Development of this sized site has the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, although future development is likely to increase emissions, it is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is considered possible for new development to be in Flood Zone 1. However, given the risk associated with high groundwater levels, which could inhibit the use of SUDs and thus worsen flood risk elsewhere, a minor adverse effect is likely.</li> </ul>	
<p><b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Support the development of renewable and low carbon sources of energy?	<p>This site is one of the larger sites in Trowbridge and so presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development.</li> <li>• considers identifying suitable areas for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained. Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be significant and could require substantial investment to reinforce the grid, which may involve significant costs. According to SSEN's generation availability map, the substations in Trowbridge are constrained, therefore could struggle to withstand additional energy generation connections to the grid without infrastructure works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are partially constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid</p> <p>It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size in Trowbridge. If the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>



3. Create economic and employment opportunities in sustainable green technologies?	It is considered that a site of this size could enable economic and employment opportunities in sustainable green technologies. There are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. And possibilities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.
4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.
<b>Assessment outcome (on balance): Neutral effect</b>	
<p><b>Summary of SA Objective 6</b></p> <ul style="list-style-type: none"> <li>• There are no known details of future development schemes but there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies.</li> <li>• There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities.</li> <li>• New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.</li> <li>• It is considered that the current energy infrastructure could cope with the increased demand of this site, reducing the cost associated with reinforcing the grid. However further evidence is required to confirm this. As this is a large site the energy demand would be significantly higher than a smaller site.</li> <li>• If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be significantly less.</li> <li>• Overall, given the opportunity for future renewable energy generation, but considering the increase in demand this development would create and the costs associated with a connection, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 7 - Protect, maintain and enhance the historic environment</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest	<p>Development could lead to a possible impact on the Grade II Listed Canal Bridge, Wharf Cottage and Wharf House (now Maxcroft House) which are adjacent to Kennet and Avon canal. These assets (canal, wharf and other wharf side buildings) relate primarily to each other and the understanding of the historic transport route rather than wider rural countryside so mitigation likely to be possible. Mitigation could be via design and likely to be required to minimise impact on settings of canal and listed wharfside buildings and may reduce capacity of site.</p> <p>The site has medium value features including undated pits (arranged in a semi-circle), ditches and a ring ditch in the western site border, which indicate presence of archaeological remains, potentially associated with roman settlement in buffer area. Also, there are two areas of Roman settlement evidence in the buffer area indicating the potential for further archaeological remains continuing into the site.</p> <p>There are various features of low value including the site of former 19<sup>th</sup> century Outfarm, Medieval Ridge and Furrow earthworks and associated field boundaries across the site and in the buffer area, demolished 19<sup>th</sup> century farm building at the centre of the site. Former ridge and furrow earthworks indicate potential for survival of archaeological remains.</p> <p>Further investigation is likely needed of geophysical survey and subsequent trial trenching, particularly at the east and west site edges where Roman remains have been</p>

<p>and, where appropriate, undesignated heritage assets and their settings?</p>	<p>identified in the buffer. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains, however given the activity in the wider area and the limited understanding of this site there is still an element of risk.</p> <p>Following further investigation, mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required, potentially at the east and west edges of this site. Alternatively, mitigation strategy could include preservation by record where preservation in situ is not required. Should preservation be part of a mitigation strategy, opportunities to interpret and enhance understanding and / or improve land management regimes could be taken forward.</p> <p>Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is moderate. Following the results of further investigation, the risk of significant adverse archaeological effects could increase or decrease accordingly.</p> <p>The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. There is evidence of the survival of Post Medieval field patterns reflecting piecemeal enclosure legible across the site. Mitigation strategy could include incorporation of surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development. Following the application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is very low.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?</p>	<p>In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance.</p> <p>The site is not located near to a conservation area.</p>
<p><b>Assessment outcome (on balance): Minor adverse effect</b></p>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• The potential for significant adverse heritage/conservation effects is low</li> <li>• The potential for significant adverse archaeological effects is moderate.</li> <li>• The potential for significant adverse historic landscape effects is very low.</li> <li>• The site is not located near to a conservation area.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?</p>	<p>No AONBs, national parks or other nationally designated landscapes cover the site area. The Cotswolds AONB site approximately 3.3 km to the west while the Great Bradford Wood ancient woodland lies approximately 850m west. Significant impacts on nationally designated landscapes from development are not anticipated.</p>
<p>2. Minimise impact on, and enhance, locally valued landscapes</p>	<p>The site lies on the north edge of Trowbridge, between the railway and Kennet and Avon Canal, north-east of Staverton. It forms part of a gently rising landscape, south of the River Avon, rising from approximately 30m AOD south towards the Kennet and Avon Canal and settlement edge at approximately 45m AOD.</p>

<p>through high quality, inclusive design of buildings and the public realm?</p>	<p>The site forms part of the mixed agricultural landscape that extends northeast of Trowbridge along the River Avon. The site comprises medium irregular fields that are bound by hedgerows that frequently contain trees. The hedgerows and trees are well connected to riparian vegetation along the River Avon in the north and vegetation along the watercourse and canal to the east and south respectively. The site has a predominantly rural character, with no built form within the site and has a sense of separation from the settlement edge established by the set back of properties from the road and robust hedgerow field boundaries. The site contributes to the sense of separation between the modern development of Staverton around the marina and the historic village of Staverton that established around the river and former mill. It is a relatively simple landscape in generally moderate condition and of moderate value in the local context, particularly considering the relationship to the Kennet and Avon Canal.</p> <p>Overall, the site is of generally medium landscape sensitivity to development, with high sensitivity to boundaries with the river, stream and canal. The site has generally medium capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>• Potential for built form to be intrusive in the rural landscape setting where it breaks treed skylines particularly in proximity to the river corridor.</li> <li>• Potential impact on alignment and features of the river and canal including vegetation and the associated public footpaths/bridleways and Sustrans route.</li> <li>• Potential loss of hedgerows and trees that would alter the sense of separation of the site from nearby settlement and remove green links through the site with the surrounding countryside.</li> <li>• Potential coalescence and loss of settlement character associated with Staverton.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>• Avoid development that would break the treed skyline.</li> <li>• Limit development in the east and south of the site, in proximity to the River Avon and Kennet and Avon canal, in order to conserve the alignment of the canal and strengthen the multi-functional opportunities of the strategic green-blue corridors along the River Avon and Kennet and Avon Canal as part of an integrated settlement edge.</li> <li>• Retain hedgerows, trees, and copses as part of a mature landscape framework that links through the landscape and contributes to a green buffer to settlement areas.</li> <li>• Create a strategic green gap along the route of the B3105 to help integrate new and existing settlement and maintain separate identities.</li> </ul>
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>The Kennet and Avon Canal is an important recreational and heritage feature that links through the landscape between Devizes and Trowbridge, continuing west into Bradford on Avon.</p> <p>There are a number of public footpaths, bridleways and promoted routes in proximity to the site, including Sustrans route 4 along the length of the canal along the southern edge of the site and into Staverton Marina. There is no public open space or common land within this site. Opportunities should be sought to conserve and enhance hedgerows, trees and particularly riparian vegetation as part of the landscape strategy for the site, to contribute to biodiverse, accessible and connected green space as part of a wider green infrastructure network</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 8</b></p> <ul style="list-style-type: none"> <li>• No AONBs, national parks or other nationally designated landscapes cover the site area.</li> <li>• The site forms part of the mixed agricultural landscape that extends northeast of Trowbridge along the River Avon and comprises medium size, irregular fields that are bound by hedgerows that frequently contain trees.</li> <li>• It is considered that the site is of generally medium landscape sensitivity to development, with high sensitivity to boundaries with the river, stream and canal. The site has generally medium capacity to accommodate development.</li> <li>• There are a number of public footpaths, bridleways and promoted routes in proximity to the site, with additional connectivity to existing networks possible.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	

1. Provide an appropriate supply of affordable housing?	House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a large number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this large site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a wide range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.
<b>Assessment outcome (on balance): Major (significant) positive effect</b>	
<p><b>Summary of SA Objective 9</b></p> <ul style="list-style-type: none"> <li>• Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development.</li> <li>• There is a large amount of developable land on this site and it could be capable of achieving a wide range of house types and sizes.</li> <li>• High quality homes of different types and tenures could be delivered as part of the development on this site.</li> <li>• Overall, a major (significant) positive effect is considered likely against this objective.</li> </ul>	
<b>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</b> <b>Decision-Aiding Questions. Will the development site...</b>	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	<p>The Indices of Multiple Deprivation (IMD) 2019 identify this site as being within an area of lower deprivation, but the site does adjoin a more deprived area. The development of this site is unlikely to direct new homes and jobs in an area of higher deprivation and would therefore be unlikely to result in significant social benefits for the area, but there could be knock on effects for more deprived areas in the north of Trowbridge and wider Trowbridge community through new jobs and affordable homes on this site.</p> <p>The site has the potential to deliver up to circa 1460 homes of different types and tenures. The site is considered to be able to deliver a very good level of affordable housing.</p> <p>There would be significant benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.</p>
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	<p>The site is positioned approx. 2.1km to the north of Trowbridge town centre and has a poor level of accessibility through sustainable modes from the site to the town centre. Development at this site should look to enhance and promote sustainable transport modes to ensure sufficient access from all parts of the site to the town centre. A development of this size should take opportunities to incorporate amenity greenspace as part of development on this site or improve existing GI assets, such as nearby CWSs.</p> <p>Development at this site would generate a need for 134-192 early years places, 327-459 primary school places and 232-326 secondary school places. In meeting the needs for early years places, two 80 place day care nurseries would be required. A new 2FE primary school would be required and this could support 60 early years places. Further, some of the primary level needs could be met through the surplus of places at Staverton Primary. In meeting the full secondary education needs of this site, it is likely that places would need to be provided within a new secondary school in this town. Financial contributions would be required to supply new secondary school places offsite. Land and monies would need to be secured as part of ensuring education needs are sufficiently met offsite.</p> <p>Trowbridge Health Centre is approx. 1.8km to the south of the southwestern boundary of the site. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
3. Promote/create public spaces and community facilities that	The large scale of this site suggests that development would be capable of delivering formal and informal public space, alongside other community uses as part of a mixed-use development on this site. There are opportunities to improve and enhance public rights of ways: STAV1 and STAV3. Opportunities to introduce community facilities to serve the development may be apparent and should be incorporated where possible.

support public health, civic, cultural, recreational and community functions?	New or enhanced community, education and recreational facilities onsite or offsite will be required to serve a development of up to circa 1460 homes in locations that are accessible by sustainable modes of transport to all residents. Where possible these should be delivered onsite ahead of financial contributions toward offsite provision.
4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	Development of this site in Trowbridge is unlikely to reduce rural isolation by a significant amount as the housing will be located on the urban edge of Trowbridge and will be meeting the needs of Trowbridge primarily. However, new development could provide a very good level of affordable housing for those people living in surrounding rural areas who cannot afford rural house prices and there will be new education and other community facilities which rural residents could access. Public transport services will need to be extended to serve this new development and this could also benefit people in rural areas.
<b>Assessment outcome (on balance): Moderate (significant) positive effect</b>	
<b>Summary of SA Objective 10</b>	
<ul style="list-style-type: none"> <li>• Development at this site would direct new homes and jobs in an area of lower levels of deprivation, but it could have social benefits in the wider northern area of Trowbridge where higher rates of social deprivation are apparent.</li> <li>• The site is likely to be able to provide affordable homes as part of housing development.</li> <li>• While the site lacks existing accessibility to the town centre, there are likely to be opportunities to enhance connectivity through sustainable transport modes.</li> <li>• It is likely that amenity greenspace could be incorporated into a scheme of this size.</li> <li>• Early years, primary and secondary education provision is most likely to be met by offsite and supported by financial contributions.</li> <li>• Some accessibility to existing health provision, but opportunities to improve should be taken and financial contributions to avoid worsening capacity issues within existing health services as part of any future development for housing at this site.</li> <li>• The site could go some way to helping support local services and facilities and could possibly incorporate new services and facilities onsite. Contributions for offsite provision should be sought where appropriate.</li> <li>• Overall, a significant moderate positive effect is likely.</li> </ul>	
<b>SA objective 11 - Reduce the need to travel and promote more sustainable transport choices</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	<p>The significant size of this site would suggest that a mixed-use development involving residential, employment and other uses could be achieved that may help reduce the need to travel. On-site employment, health, retail, education and other facilities may be required to reduce out-commuting and reduce impacts on existing roads.</p> <p><b>Local Constraints</b> The site is bounded by a congested road in the form of the B3105, a railway line and a canal. These boundary constraints reduce the opportunities to deliver a site accessible by all modes of transport without adding to current levels of local congestion.</p>
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>The site is of a scale that would require two large scale roundabout accesses, or similar scale traffic light junctions. The ability to deliver these will be constrained by available land on the southern side of Marsh Road.</p> <p>The site is served by the B3105 (Marsh Road) which is constrained to westbound traffic movements by narrow bridges across the railway line and River Avon respectively; the latter being traffic light controlled to single file traffic. These constraints result in congestion in the near locality to the development site which would be exacerbated by additional travel movements; it should be noted that the full extent of Marsh Road is subject to westbound congestion in the AM peak. To address this,</p>

	<p>Wiltshire Council are working with the Environment Agency to develop proposals for a potential Staverton Diversion to remove the signals and any delivery of development in and around Staverton should be contingent on this scheme being delivered.</p> <p>For south and eastbound movements, the development site may access through Staverton loading additional traffic onto Thestfield Drive, being the only southbound access for Staverton across the Avon and Kennet Canal. Alternatively, traffic from the development site may load onto the Hammond Way/Marsh Road roundabout which further exhibits congestion in the AM peak.</p> <p>In addition to direct access onto Marsh Road/New Terrace, the concurrent delivery of sites 4 and 5 should be accommodated by a canal bridge to reduce the number of access points onto Marsh Road and hence reduce potential disruption. This concurrent delivery would further allow the sharing of facilities and the increase in development 'gravity' to attract additional land uses such as retail and education facilities, which a canal bridge would facilitate enhanced access to.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p><b>Pedestrian/Cycle:</b> The site is within close proximity to Staverton Primary School and employment opportunities at Canal Road Industrial Estate. The town centre and Railway Station are however beyond reasonable walking distance, but accessible by cycle via routes along the canal and railway line.</p> <p><b>Bus:</b> The site is within reasonable walking distances to bus stops on Marsh Road serving the 64 and 68 services. Both services are infrequent and inadequate to serve the development. Furthermore, given the inadequacy of the B3105, in terms of capacity and current levels of congestion, it is considered unlikely that a commercially viable service could operate to fully serve the site other than to link the site with the town centre; delivery of the Staverton Diversion may address this.</p> <p><b>Rail:</b> Trowbridge Rail Station is beyond reasonable walking distance but is considered very accessible by cycle due to provision of the canal path and railway path.</p> <p><b>Service Vehicles:</b> Access to service vehicles is achievable.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 11</b></p> <ul style="list-style-type: none"> <li>• The significant size of this site would suggest that a mixed-use development could be achieved that may help reduce the need to travel.</li> <li>• The site is bounded by a congested road in the form of the B3105, a railway line and a canal. These boundary constraints reduce the opportunities to deliver a site accessible by all modes of transport without adding to current levels of local congestion. Traffic from the development would add to current traffic congestion issues along Marsh Road.</li> <li>• The site is of a scale that would require two large scale roundabout accesses, or similar scale traffic light junctions. The ability to deliver these will be constrained by available land on the southern side of Marsh Road.</li> <li>• Pedestrian/Cycle: The site is within close proximity to Staverton Primary School and employment opportunities at Canal Road Industrial Estate. The town centre and Railway Station are however beyond reasonable walking distance, but accessible by cycle via routes along the canal and railway line.</li> <li>• Bus: The site is within reasonable walking distances to bus stops on Marsh Road and it is considered unlikely that a commercially viable service could operate to fully serve the site other than to link the site with the town centre.</li> <li>• Rail: Trowbridge Rail Station is beyond reasonable walking distance but is considered very accessible by cycle due to provision of the canal path and railway path.</li> <li>• Site specific mitigation measures include: The site may only realistically be delivered with the delivery of the Staverton Diversion and hence contributions to this scheme should be sought. The site will also require the securing of additional and enhanced bus service and infrastructure provision. If Site 5 is also delivered, then site 4 should connect to this site with a canal bridge, to reduce impact upon New Terrace, increase comprehensive sustainability of both sites, promote active travel, and facilitate penetration by bus through both sites.</li> <li>• Strategic mitigation measures include: Contribution to Staverton Diversion and Trowbridge Transport Strategy.</li> <li>• Overall, likely effects of this development will be significant – a significant amount of new road and sustainable transport infrastructure will be required. Mitigation measures are likely to be achievable but problematic. Therefore, a moderate adverse effect is likely overall against this objective.</li> </ul>	
<p><b>SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Support the vitality and viability of town centres (proximity to</p>	<p>The site is positioned approx. 2.1km to the north of Trowbridge town centre and the Trowbridge Railway Station is positioned approx. 2.6km to the south-west of the site. This is a large site that is likely to be able to support the town centre, as well as existing local facilities, if connectivity through sustainable transport modes were improved. New residents or workers at the site would be likely to support the redevelopment of Trowbridge and the town centre economy through new users.</p>

town centres, built up areas, station hub)?	
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	<p>Although this site does not have excellent accessibility to the town centre, it does benefit from access to the B3105 (Marsh Road). Development at this site would require upgrades to local roads, including the creation of sustainable transport linkages within the site, to the local area and wider Trowbridge area. Canal Road Principal Employment Area is positioned approx. 0.5km to the south of the site.</p> <p>The size of this site suggests that it would be capable of being able to deliver a mixed-use development, which incorporates employment land that would be able to meet a range of economic needs, including those for higher skilled employment. New employment land at this site could support the diversification of employment land at Trowbridge and new jobs. However, there is a need to ensure that this is fit for purpose and to avoid this site stalling along with other undeveloped employment land as it is unable to meet business demands.</p>
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	<p>This site could provide high levels of new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure.</p> <p>This site is of a large size and as such presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies.</p>
4. Promote a balance between residential and employment development to help reduce travel to work distances?	A site of this size could provide mixed-use development that includes a balance of employment and residential land to meet a range of needs. This could help reduce the need to travel but there will still need to be significant investment in sustainable transport modes linking to the town centre and railway station for those people who work elsewhere.

**Assessment outcome (on balance): Major (significant) positive effect**

**Summary of SA Objective 12**

- This site is poorly connected to the town centre and railway station. It would be capable of being able to support local facilities, however.
- The site benefits from its close proximity to B3105 (Marsh Road) and existing protected employment land.
- This is a large site that could lend itself to mixed-use development, including employment land to meet a range of economic needs.
- Overall, a major significant positive effect is likely.

**Site Number and/or SHELAA ref(s):** Site 5 (SHELAA sites 3541, 3134, 723, 736, 644, 2093, 641, 3741, 3791, 677a)

**Site name:** Land north of Trowbridge

**Site size:** 141.66 ha **Site capacity:** approximate range 3,540 – 4,958 dwellings

<p><b>Site description:</b> This large site is mostly in agricultural use, although there are a number of residential properties, farms and commercial businesses within the site. It is located to the east of Hilperton village and bounded by the Kennet &amp; Avon canal in the north, the A361 in the south and Fairfields to the east. Trowbridge rugby club is not included within the site. Knoll Farm and some land surrounding it are also not included within this site. There are a number of public rights of way that cross the site.</p>	
<p><b>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>This large site is formed predominantly land parcels either side of Whaddon Lane between Hilperton and Semington with the Kennet and Avon Canal defining the northern boundary to the site.</p> <p>Key flight lines for Bechstein's bats are thought to head north from Green Lane Wood up to Paxcroft Farm, the Kennet and Avon Canal and beyond Whaddon. Principles for buffering and offsetting habitats can be drawn from experience with the Trowbridge Bat Mitigation Strategy (TBMS) but additional habitat will be required to deliver net biodiversity gain. Considerations for bats are likely to also be able to accommodate other protected species such as birds and reptiles. Large numbers of new dwellings will generate additional recreational pressure on Green Lane Woodland Complex.</p> <p>Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features.</p> <p>A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>The southern third of the site lies in the Bath &amp; Bradford on Avon Bats Special Area of Conservation (SAC) core area for Bechstein's bats, and two fields at Maxcroft Farm in the northwest are within the core area for greater horseshoe bats. The site is likely to contain flight routes round the outskirts of Trowbridge that SAC bats use to access SAC mines to the north. Several bridleways which are shown on historical maps have good potential to be commuting routes for bats.</p> <p>The site lies within the yellow zone of the Trowbridge Bat Mitigation Strategy (TBMS) (medium risk for effects of habitat loss) and most of the site also lies within the grey hatched zone (medium risk for effects of recreational pressure). The Kennet and Avon canal County Wildlife Site (CWS) lies at the northern boundary of the site.</p> <p>As this is a very large site there would be plenty of scope to avoid and mitigate impacts of habitat loss for example there is potential for large-scale land implications e.g., 100m wide corridors will need to be set aside. There are opportunities for net gain as the site is currently intensively agricultural, although some sections of the site such as land to the east of Knoll Farm comprises grassland making such areas potentially more valuable for biodiversity. Historical maps show more ponds and tree lined lanes but generally speaking, field patterns have remained the same since pre-war times. New woodlands and wetlands would be readily created in this area of heavy clays, would be quickly taken up by bats and newts and would provide stepping stones between Great Bradford Wood and Green Lane Wood.</p> <p>Several farms lie within the site and these hold potential for roosting by horseshoe bats. If roosts are confirmed there will be implications for retaining foraging habitat and commuting corridors in the allocation. The site is characterised by priority habitats including hedgerows, ponds, running water with other habitats include arable and pastureland.</p> <p>Development of the site has the potential to increase recreational pressure upon identified protected species, habitats, and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly.</p>
<p>3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS).</p>



<p>4. Aid in the delivery of a network of multifunctional Green Infrastructure?</p>	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> <li>- Retention of hedgerows/trees and addition of new greenspace, delivering multi-functional Green Infrastructure and improve habitat connectivity.</li> <li>- Kennet and Avon Canal path and cycle and pedestrian paths could be developed with the potential to provide required open space on site to serve future residents.</li> </ul> <p>GI corridors are needed associated with canal and buffers will be required between the sensitive features described above and the edge of any development, including infrastructure. These buffer zones could be incorporated into green infrastructure for the site as a whole, as long as habitat connectivity for wildlife is maintained throughout the wider local landscape. The cycleway could be enhanced as a green corridor for wildlife. Any development should aim to retain and enhance all hedgerows and treelines, and to create habitat areas that connect existing habitat, especially woodland and riparian areas. The inclusion of the buffer zones is to ensure avoidance of impacts. In addition to this, mitigation for loss of pastoral land of relatively low ecological value could be provided through enhancement of retained features within individual sites.</p> <p>The development of the site would appear to be capable of delivering multi-functional green infrastructure and improve habitat connectivity, for example through the retention of hedgerows/trees and addition of new greenspace.</p> <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 1</b></p> <ul style="list-style-type: none"> <li>• Consideration should be given for bats within and adjacent to the site. Principles for buffering and offsetting habitats can be drawn from experience with the Trowbridge bat mitigation strategy (TBMS) but additional habitat will be required to deliver net biodiversity gain.</li> <li>• Considerations for bats are likely to also be able to accommodate other protected species such as birds and reptiles.</li> <li>• As this is a very large site there would be scope to avoid and mitigate impacts of habitat loss, for example there is potential for large-scale land implications e.g., 100m wide corridors will need to be set aside.</li> <li>• There are opportunities for net gain as the site is currently intensively agricultural. Historical maps show more ponds and tree lined lanes but generally speaking, field patterns have remained the same since pre-war times.</li> <li>• New woodlands and wetlands would be readily created in this area of heavy clays, would be quickly taken up by bats and newts and would provide stepping stones between Great Bradford Wood and Green Lane Wood.</li> <li>• A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</li> <li>• Overall, a moderate (significant) adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Ensure development maximises the efficient use of land?</p>	<p>This is a large site and it is considered possible that development could achieve an efficient use of land through maximising densities. There is existing residential development to the south of this site which may indicate what densities could be achieved. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
<p>2. Maximise the reuse of Previously Developed Land?</p>	<p>This large site is mostly greenfield, agricultural land and therefore opportunities to maximise PDL are very limited. There are a number of residential properties, farms and commercial businesses within the site which could be re-developed, however.</p>

3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	Most of this site is greenfield, agricultural land which appears not to have been developed before - therefore it is unlikely to be contaminated. The main areas where contaminated land may exist are at the working farms within the site. However, a more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence shows this site as consisting mostly of Grade 3 agricultural land with a small amount of Grade 2 in the south of the site. There is no differentiation between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. Development of this site would therefore lead to a significant permanent loss of mostly medium quality agricultural land. Where possible, any development on this site should be located to reduce the loss of BMV, with development of lower quality land instead. Given the likely scale of development on a site of this size, a significant loss of agricultural land would be anticipated.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	This is a large site and there are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of development.  The Trowbridge Household Recycling Centre is located at Canal Road Industrial Estate which is in proximity by car to this site.  The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.

**Assessment outcome (on balance): Moderate (significant) adverse effect**

**Summary of SA Objective 2**

- A very large site that is mostly in agricultural use - there are limited amounts of PDL within the site.
- Evidence shows this site consists mostly of Grade 3 agricultural land with a small amount of Grade 2 in the south of the site. Development of this site would therefore lead to a significant permanent loss of mostly medium quality agricultural land. Where possible, development should try to reduce loss of BMV by developing land of lower quality.
- It is considered possible that development could achieve an efficient use of land through maximising densities.
- It is unlikely that remediation measures for contaminated land would be needed to any significant degree, but more detailed assessment would be required to establish this.
- The site is not located within a designated Mineral Safeguarding Area.
- There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated into a development.
- Overall, given the size of the site and likely permanent loss of greenfield, agricultural land, moderate adverse effects are considered likely against this objective.

**SA objective 3 - Use and manage water resources in a sustainable manner**

<b>Decision-Aiding Questions. Will the development site...</b>	
1. Protect surface, ground and drinking water quantity/quality?	<p>A very small proportion of the site is covered by Source Protection Zone 2c which is an extension to the outer protection zone. It does not require an assessment as to whether it poses an unacceptable risk to the source of supply. Some zones are extended because activities below the surface, such as deep drilling, could create pathways for pollutants to enter the groundwater. Zone 2 is defined by the 400-day travel time from pollutant to source. The 400-day travel time is based loosely on consideration of the minimum time required to provide delay, dilution and attenuation of slowly degrading pollutants.</p> <p>The site is almost entirely covered by a Drinking Water Protected Area. Drinking Water Protected Areas (Surface Water) are, within the Water Framework Directive, where raw water is abstracted from rivers and reservoirs. Raw water needs to be protected to ensure that it is not polluted which could lead to additional purification treatment. To do this water companies and the Environment Agency identify raw water sources that are 'at risk' of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Action is targeted in these zones to address pollution so that extra treatment of raw water can be avoided. Therefore, consultation with the Environment Agency would be required to determine the likely effects of the development.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground, and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consultation with the Environment Agency could be required to determine the likely effects of development within the areas identified within the Source Protection Zones. Reference should also be made to Wiltshire Council's Groundwater Management Strategy 2016. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. As this site covers a Source Protection Zone, the extent to which Sustainable Drainage systems can be used may be affected.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. Significant water infrastructure crosses the site. The area covered by Wessex 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 the development and occupation of the site.</p> <p>With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required.</p> <p>A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 3</b></p> <ul style="list-style-type: none"> <li>• Approximately 5% of this site is covered by Source Protection Zone 2c which is an extension to the outer protection zone</li> <li>• The site is almost entirely covered by a Drinking Water Protected Area.</li> <li>• Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water. This needs to be considered when designing Surface Water Drainage Systems.</li> <li>• The area covered by Wessex 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 the development and occupation of the site.</li> <li>• With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required.</li> <li>• Significant water infrastructure crosses the site.</li> <li>• With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required.</li> <li>• A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</li> <li>• Development is likely to increase pressure on water resources and sewage treatment capacity is likely to require improvement.</li> <li>• A moderate (significant) adverse effect is considered likely.</li> </ul>	
<b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	

<p>1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?</p>	<p>Development of this site is likely to significantly increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure. Development will be taking place in an area which is currently primarily open countryside, in agricultural use and with few roads or buildings.</p> <p>This site contains several working farms and is close to other potential sources of noise. Impacts, such as noise, odour, dust, pests etc will need to be assessed but given the nature of farms the most effective method of mitigation is to provide distance separation and possibly barriers and bunds. This will result in a reduction in the space available for dwellings but given the overall size of the site this may not be considered significant.</p> <p>The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area. Hilperton Marsh Farm is occupied by a number of industrial units as well as being a working farm. The noise, odour, dust and pest impacts will need to be assessed and mitigated but as above, the most effective method of mitigation is to provide distance separation and possibly barriers and bunds.</p> <p>Road traffic noise from the A361 will need to be assessed and mitigated but is unlikely to be significant given the size of the site.</p> <p>The Rugby Club holds events and is potentially a source of music and people noise at unsociable hours. Providing a buffer zone to distance any dwellings from the rugby club would be the most effective method. Impacts are unlikely to be significant, however the above factors are likely to reduce the development capacity of the site for residential uses.</p>
<p>2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?</p>	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, significant new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. This is a large site within open countryside. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development (which is likely to be significant).</p> <p>In combination effects of the development of this and other sites in the area would put pressure on existing heavily trafficked local roads, and cumulative assessment of air quality impacts would be required.</p>
<p>3. Lie within a consultation risk zone for a major hazard site or hazardous installation?</p>	<p>This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.</p>

**Assessment outcome (on balance): Moderate (significant) adverse effect**

**Summary of SA Objective 4**

- Development of this site is likely to significantly increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure.
- This site contains working farms and Hilperton Marsh Farm is occupied by a number of industrial units as well. The most effective method of mitigation is to provide distance separation and possibly barriers and bunds. This will result in a reduction in the space available for dwellings but given the overall size of the site this may not be considered significant.
- The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area.
- Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development (which is likely to be significant).
- In combination effects of the development of this and other sites in the area would put pressure on existing heavily trafficked local roads, and cumulative assessment of air quality impacts would be required.

<ul style="list-style-type: none"> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a site of this size in this location is considered likely to have moderate (significant) adverse effects against this objective, with mitigation problematic but achievable.</li> </ul>	
<p><b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?	<p>A site of this size has the potential to produce significant amounts of greenhouse gases through the construction and occupation of the development. However, mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?	<p>The site is located within Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The site borders and is traversed by 2 watercourses although they are not thought to present a flood risk. However, it is advisable to implement buffer zones adjacent to watercourses with significant biodiversity enhancement and Green Infrastructure</p>
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	<p>There is a moderate risk posed to 44% of the site due to high groundwater levels. This is across the south of the site. This means groundwater levels are between 0.25 and 0.5 m below ground level. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. There is thought to be minimal risk from surface water flooding. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't exacerbated elsewhere.</p>
4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located more than 1 km from the town centre, which could inhibit active travel to the town centre and ease of access to public transport.</p> <p>It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>The significant size of this site will allow for the provision of large areas of open space, but much of what is currently greenfield agricultural land will be developed. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. Minimal impact from groundwater levels allows for increased opportunity to use SUDs features. However, some commonly used sustainable drainage techniques will not be able to be used across some of the site due to high groundwater levels.</p>

Systems, permeable paving etc?	
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• The site is in Flood Zone 1.</li> <li>• There is minimal fluvial or pluvial flood risk.</li> <li>• Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.</li> <li>• Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.</li> <li>• There is a moderate risk associated with shallow groundwater under 44% of the site. This would inhibit the use of some sustainable draining methods, likely resulting in surface water having to be drained through conventional piping systems. This puts pressure on the existing system.</li> <li>• It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Development of this significant sized site has the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, although future development is likely to increase emissions, it is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is considered possible for new development to be in Flood Zone 1. However, given the risk associated with high groundwater levels, which could inhibit the use of SUDs and thus worsen flood risk elsewhere, a minor adverse effect is likely.</li> </ul>	
<p><b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Support the development of renewable and low carbon sources of energy?	<p>This site is of a considerable size and as such presents significant opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development;</li> <li>• considers identifying suitable areas for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on in order to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be significant and could require substantial investment to reinforce the grid which may involve significant costs. According to SSEN's generation availability map, the substation in Trowbridge is constrained, therefore could struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are also constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size in Trowbridge. If the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>

3. Create economic and employment opportunities in sustainable green technologies?	It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies. There are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. And possibilities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.
4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and also into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.
<b>Assessment outcome (on balance): Neutral effect</b>	
<p><b>Summary of SA Objective 6</b></p> <ul style="list-style-type: none"> <li>• There are no known details of future development schemes but there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies.</li> <li>• There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities.</li> <li>• New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.</li> <li>• It is considered that the current energy infrastructure could cope with the increased demand of this site, reducing the cost associated with reinforcing the grid. However, further evidence is required to confirm this. As this is a large site the energy demand would be significantly higher than a smaller site.</li> <li>• If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be significantly less.</li> <li>• Overall, given the opportunity for future renewable energy generation, but considering the increase in demand this development would create and the costs associated with a connection, a neutral effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 7 - Protect, maintain and enhance the historic environment</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks &	<p>There are several listed buildings adjacent or close to the site and there will be some possible impact to the Grade II Listed Maxwell House (former Wharf House), Grade II Listed Wharf Cottage, Grade II Listed 77 &amp; 79 Marsh Road, Nos 45-49 Marsh Road, 4 Marsh Road and bridge.</p> <p>The site is located adjacent to the Kennet and Avon canal and former wharf. These assets (canal, wharf and other wharfside buildings) relate primarily to each other and the understanding of the historic transport route. Mitigation can be achieved via appropriate design which meets with Core Strategy Core CP57 requirements will be required and may impact on the capacity of the site.</p> <p>Development may have an impact on understanding of GHQ Blue stop line which will require further assessment. The setting of Marsh Farm should be respected. There is a risk of impact on separate historic character of Whaddon and Semington which will require further assessment.</p> <p>The site borders conservation area which follows extent of historic built settlement and there is likely to be an impact on setting of Hilperton conservation area. Mitigation can be achieved through appropriate design which may impact on the capacity of the site. This is a large site so mitigation of impact on heritage assets is likely to be possible but may reduce capacity of site.</p>

<p>Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?</p>	<p>The site has high value features including a settlement of Iron age origin and roman re-organisation in the centre of the eastern portion of the site, Iron age enclosure north of Paxcroft Farm (in the southern area of the east portion of the site) and possible Sunken Saxon Building north of Paxcroft farm identified during excavation. There are medium to high value features including a Fourth Iron age enclosure in eastern area of eastern portion of the site.</p> <p>Medium value features include Second Iron age/Roman enclosure identified to the north west of Paxcroft Farm (in the southern area of the west portion of the site), Third Iron age oval enclosure to the north of Paxcroft Farm with likely associated hut circle and Undated mound visible in the northern area of the east portion of the site in lidar imagery – possibly predating medieval ridge and furrow which overlays it. There are various features of low value including Medieval ridge and furrow earthworks and associated field boundaries and Lidar across the site and a medieval rectilinear enclosure. The far south-eastern part of the site contains a possible Iron age enclosure, with a smaller, as yet undated, enclosure noted on the western side SHELAA 3791. Traces of medieval and post-medieval field system boundaries have also been recorded at the northern end of the site.</p> <p>Further investigation is likely to be needed order to understand the nature and extent of remains across the site, particularly in the northern areas where identified remains are less understood. Based on evidence that is currently available and known, the site appears to be heavily constrained by archaeological remain. Following further investigation, mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required. However, as remains of high value are expected over a large scale and wide extent of the site this means that avoidance may not be possible to sufficiently reduce risk. Should preservation be considered for the site, opportunities to interpret and enhance understanding and / or improve land management regimes could be taken forward. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is high.</p> <p>There is a 21<sup>st</sup> century amalgamated and re-organised field character, with partially legible former piecemeal field character and Post Medieval to 21<sup>st</sup> century piecemeal enclosure fields with little prior character legible. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. The Hilperton Historic Core bounds the site to the south west. Mitigation strategy could include incorporation of surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development and could also consider the setting of the adjacent Hilperton No 1 Conservation Area in the design of future development. Following the application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is low.</p> <p>In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. A full heritage assessment is required and will determine mitigation which is likely through good design. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance.</p> <p>Overall, the potential for significant adverse archaeological effects is high, historic landscape effect is low and heritage assets overarching medium effect therefore a moderate adverse effect is likely.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?</p>	<p>In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance.</p> <p>The site borders the Hilperton conservation area and there are listed buildings in the vicinity. It is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• The potential for significant adverse heritage/conservation effects is moderate.</li> <li>• The potential for significant adverse archaeological effects is high.</li> </ul>	



<ul style="list-style-type: none"> <li>• The potential for significant adverse historic landscape effects is low.</li> <li>• The site is not located near to a conservation area.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place.</b> <b>Decision-Aiding Questions. Will the development site...</b>	
1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	No AONBs, national parks or other nationally designated landscapes cover the site area. The Cotswold AONB lies approximately 3.8 km to the northwest while Biss Wood ancient woodland (2.5km south), Green Lane Wood ancient woodland (1.5km south) and Great Bradford Wood ancient woodland (1.3km west) all sit within 2.5km of the site. Significant impacts on nationally designated landscapes from development are not anticipated.
2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	<p>The site lies to the northeast of Trowbridge, formed of large land parcels either side of Whaddon Lane between Hilperton and Semington. The Kennet and Avon Canal defines the northern boundary of the site while the eastern boundary is defined by a bridleway and hedgerows, southern boundary roadside hedgerows and the western boundary a mixed settlement edge (Hilperton).</p> <p>The site forms part of the predominantly arable landscape that extends to the northeast of Hilperton, towards the village of Semington. Trees along the line of the Kennet and Avon Canal form a locally distinctive feature through the lower lying landscape in the north of the site. Trees and hedgerows along roads and farm tracks also form distinctive linear features in this landscape, due to the generally open character associated with the large fields.</p> <p>The site contributes to a sense of separation between the village settlements of Hilperton and Semington. This is a relatively simple landscape in moderate condition and limited sense of place with occasionally conspicuous built form.</p> <p>Overall, it is considered that the site is of generally medium to low landscape sensitivity to development, with higher sensitivity to the north associated with the canal and open river valley landscape and east when considering separation from Semington. The site has generally medium to high capacity to accommodate development, with more limited capacity to the north and east.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>• Potential for built form to be intrusive in the rural landscape setting where it breaks treed skylines in the north or stands out on rising landform.</li> <li>• Potential loss of hedgerows and trees that would alter the sense of separation of the site from the wide river valley and canal to the north.</li> <li>• Potential impact on alignment and features of the canal including the associated public footpaths and Sustrans route.</li> <li>• Potential for an abrupt urban edge to the east of the site and encroaching on the village of Semington.</li> <li>• Potential loss of village settlement character associated with Hilperton and Semington.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>• Limit development on higher landform where it would be prominent in the wider landscape.</li> <li>• Avoid development in the north of the site, to retain setting and character of the canal corridor and open river valley to the north.</li> <li>• Retain hedgerows, trees and copses as part of a mature landscape framework that links through the landscape and provides buffers to development.</li> <li>• Create a strong landscape buffer to the east of the site, to maintain separation between the site and Semington.</li> <li>• Create a strategic green corridor along Marsh Road that incorporates existing public rights of way and contributes to an appropriate transition, linking landscapes between settlement areas and open green space.</li> </ul>
3. Protect and enhance rights of way,	The Kennet and Avon Canal is an important recreational and heritage feature that links through the landscape between Trowbridge and Devizes. There are a number of public footpaths, byways, bridleways and promoted routes including Sustrans route 4 that link along the length of the canal and pass through the site to the edge of Hilperton and into Semington. Several public rights of way link through the site linking to the wider footpath network. The Kennet and Avon Canal is an important recreational and heritage feature that links through the landscape between Trowbridge and Devizes. There is no public open space or common land within this site.

public open space and common land?	There is opportunity to create biodiverse, accessible and connected greenspaces through the development that connect with the existing public rights of way as part of the landscape strategy for the site.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 8</b></p> <ul style="list-style-type: none"> <li>• No AONBs, national parks or other nationally designated landscapes cover the site area.</li> <li>• The site forms part of the predominantly arable landscape that extends to the northeast of Hilperton, towards the village of Semington. Trees along the line of the Kennet and Avon Canal form a locally distinctive feature through the lower lying landscape in the north of the site.</li> <li>• There are a number of public footpaths, byways, bridleways and promoted routes including Sustrans route 4 that link along the length of the canal and pass through the site to the edge of Hilperton and into Semington. Several public rights of way that run across the site are important connections from Hilperton / Trowbridge to the Canal, Semington and the countryside.</li> <li>• The site is of generally medium to low landscape sensitivity to development, with higher sensitivity to the north associated with the canal and open river valley landscape and east when considering separation from Semington. The site has generally medium to high capacity to accommodate development, with more limited capacity to the north and east.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Provide an appropriate supply of affordable housing?	House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a large number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Parts of the site have variable topography which may limit the developable area to some extent. Should this large site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a wide range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.
<b>Assessment outcome (on balance): Major (significant) positive effect</b>	
<p><b>Summary of SA Objective 9</b></p> <ul style="list-style-type: none"> <li>• Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development.</li> <li>• The extent of level ground on this site is very large. The site could achieve a wide range of house types, tenures and sizes.</li> <li>• Overall, a major (significant) positive effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	According to the IMD 2019, the site is within a less deprived area but is near to two areas of higher deprivation. The site is very large and could have significant local benefits through the provision of new jobs and homes as well as wider benefits for Trowbridge communities more widely. The development of this site will not lead to new homes and jobs in an area of higher deprivation but could have positive social effects in the surrounding areas. The site has the potential to deliver up to circa 7710 homes of different types and tenures and is considered able to deliver a significant amount of affordable housing. There would be significant benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.
2. Be accessible to educational, health, amenity greenspace,	The site is positioned approx. 2km to the north-east of Trowbridge town centre and has a reasonable level of accessibility through sustainable modes from the site to the town centre. Development at this site should look to enhance and promote sustainable transport modes both within the site and from all parts of the site to the town centre and other facilities in the town. A new development should take opportunities to enhance local amenity greenspace and GI assets.

<p>community and town centre facilities which are able to cope with the additional demand?</p>	<p>Development at this site would generate a need for 460-647 early years places, 1097-1537 primary school places and 778-1091 secondary school places. In meeting the needs for early years places, up to four 100 place day care nurseries would be required and each new primary school could support 60 early years places, in addition. Up to four new 2FE primary schools on land of 2ha would be required to meet needs for primary places. In meeting the full secondary education needs of this site, it is likely that places would need to be provided within a new secondary school in this town. The south of this site is considered to be an appropriate location for a secondary school. Although this site alone would provide the pupil product to support a new secondary. Contributions and land would need to be secured as part of ensuring education needs are sufficiently met either onsite e.g. the new primary schools would each require at least 2ha of land onsite. Provision onsite should be sought ahead of offsite provision in meeting the needs arising from this site.</p> <p>Trowbridge Health Centre is approx. 2km to the south-west of the site and Roundstone Surgery is approx. 2.3km to the south-west from the south western boundary of the site. This site is vast and development should look to ensure that sufficient access to healthcare either onsite or offsite is provided. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>The very large scale of this site suggests that development would be capable of delivering a sizable amount of formal and informal public space, alongside other community uses as part of a mixed-use development on this site. There are opportunities to improve and enhance public rights of way: STAV3, HILP31, HILP17, HILP39, HILP44, HILP40, HILP20, HILP29, HILP25, HILP22, HILP21, SEMI39 and HILP23. Opportunities to introduce community facilities adjoining school developments to create local and district centres to serve the development are likely to be apparent and should be incorporated where possible.</p> <p>New community, education and recreational facilities will be required to serve a development of up to circa 7710 homes in locations that are accessible by sustainable modes of transport to all residents. These are likely to be able to be delivered onsite ahead of offsite provision.</p>
<p>4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?</p>	<p>Some opportunity to enhance access to facilities for rural areas, through improved public transport and new facilities on site, due to position on the edge of the settlement. Development of this site at Trowbridge could make some contribution to the reduction of rural isolation, although positive effects are less likely to be significant here as the housing will be located on the urban edge of Trowbridge and will be meeting the needs of Trowbridge primarily. However, new development could provide a significant level of affordable housing for those people living in surrounding rural areas who cannot afford rural house prices and there will be new education and other community facilities which rural residents could access. Public transport services will need to be extended to serve this new development and this could also benefit people in rural areas.</p>

**Assessment outcome (on balance): Major (significant) positive effect**

**Summary of SA Objective 10**

- Development at this site could lead to wider positive social effects for areas of higher deprivation in Trowbridge, but these may be limited as the site is poorly related to these areas.
- The site is likely to provide a significant number of affordable homes as part of housing development.
- The site is fairly accessible to the town centre and opportunities to enhance sustainable transport links should be taken to ensure accessibility across the site and to local facilities.
- Opportunities should be taken incorporate amenity greenspace into development at the site.
- Early years, primary and secondary schooling provision could be met through new onsite provision.
- There is reasonable accessibility to existing health provision and financial contributions to increase capacity of existing GP surgeries would be required. New healthcare facilities onsite should be considered in meeting healthcare needs arising from this site.
- The site should look to incorporate community facilities into any scheme, including a district and local centres where appropriate. Onsite provision should be sought ahead of financial contributions into offsite facilities.

- Overall, a major significant positive effect is likely.

**SA objective 11 - Reduce the need to travel and promote more sustainable transport choices**

**Decision-Aiding Questions. Will the development site...**

<p>1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?</p>	<p>The significant size of this site would suggest that a mixed-use development involving residential, employment and other uses could be achieved that may help reduce the need to travel. On-site employment, health, retail, education and other facilities may be required to reduce out-commuting and reduce impacts on existing roads.</p> <p><b><u>Local Constraints</u></b> Whaddon Lane cannot provide access opportunities in its current form and will need to be enhanced. This leaves the A361 roundabout as the principal point of vehicular access and this will require additional works.</p>
<p>2. Provide suitable access and not significantly exacerbate issues of local transport capacity?</p>	<p>The site cannot be accommodated by a single principal highway network due to intensive impact and hence for this site to be accommodated, it will require Site 6 to also be delivered to provide for access through to the A350.</p> <p>Like similar large sites proposed in Trowbridge, site 5 is so vast that the local road network could not accommodate the influx of vehicles generated. Whilst there are multiple opportunities to access Marsh Road, Hill Street and Whaddon Lane, none of these roads have sufficient capacity to accommodate more than only a relatively small number of dwellings. Access is also achievable from the A361, leading to the A350, however the loading onto a single network would require dualling and significant upgrade of junctions, which would not be sustainable, nor would it be guaranteed to be sufficient to accommodate the generated traffic flows.</p> <p>In order to address this, strategic vehicular distribution from the development should be focused in two separate directions with the A361 providing north, south, and eastern connectivity, with western connectivity to Bradford on Avon and thereafter Bath, achieved via B3105/New Terrace/Marsh Road, but only after delivery of the B3105 Staverton Diversion; local distribution should focus on sustainable and active travel connectivity with Trowbridge Town Centre. Further to this, full assessment of the site may still conclude that local infrastructure may not accommodate such a large site, and hence coordinated delivery of site 6 may be necessary to facilitate expedient access to the A350.</p> <p>An alternative approach is to massively reduce the scale of development and deliver smaller parcels in discreet locations where they can be appropriately served. Notwithstanding this, given the sensitivity of traffic conditions around Staverton, even a smaller development or combination of developments would be likely to trigger the need for a resolution to the traffic signals and narrow bridges; this being the scheme for Staverton Diversion.</p> <p>For SHELAA site 3741, it has access to Hilperton from Whaddon Lane, which is currently considered insufficient to serve a development of the proposed scale. Alternative access may be created from the A361 at Devizes Road Roundabout; however this access location does not provide for attractive connectivity into Trowbridge destinations for active travel; this location is however on the Principal Road Network and Strategic Bus Network and serves wider destinations by car and bus, avoiding congestion at Staverton.</p> <p>To achieve a sufficiently sustainable development proposal, only a small amount of development could be served from Whaddon Lane, although this could be enhanced to provide relatively good walking and cycling access to Hilperton. The principal vehicular access should be from the A361 and masterplanning will be required to direct vehicles to this point of access and active travel users in the opposite direction where travel distances and infrastructure opportunities are marginally better (with improvements to Whaddon Lane). Notwithstanding this, a preferred future plan opportunity may be to deliver a parcel of the discounted site 5, from Whaddon Lane to Horse Road, and for Whaddon Lane to be crossed but not accessed by vehicles. This proposal, whilst delivering a much larger site which may not be justified in the current proposed plan, maximise walking cycling access to Hilperton, reduces walking cycling distances to Canal Road Industrial Estate for employment and into the Town Centre, but also benefits from access to the Principal Road Network and Strategic Bus Network. The scale of development should however be limited to avoid extending further west, although necessary delivery of the Staverton Diversion may be inevitable.</p>

<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p><b>Pedestrian/Cycle:</b> The site is served by an attractive route accommodating pedestrians and cyclists along the canal path, then linking to rural routes along the rail line. Whilst these do lead to employment at the Canal Road Industrial Estate, onward destinations in the town centre, including Railway Station, are considered too far for a walking commute but within appropriate distances to cycle.</p> <p>With regards to access to local amenities, the site is considered so large that it would need to provide its own provision for primary and secondary education, community facilities including retail, and further employment.</p> <p>For SHELAA site 3741, Whaddon Lane has no footway or cycleway infrastructure and hence could not accommodate the site without significant enhancements and avoiding material traffic increases.</p> <p><b>Bus:</b> Whilst the site is within reasonable walking distances from the site edge to bus stops serving the 68-bus service, the vastness of the site means that these would be inaccessible for the majority of occupiers. To address this, the site will require new service provisions. Bus infrastructure on-site will need to include bus only routes to maximise mode share.</p> <p>For SHELAA site 3741, there are no bus service provisions or stops within walkable proximity to the site. However, the A361 forms part of the Strategic Bus Network and services do pass the site and should be accommodated with additional stops close to the access point and where necessary enhancements to the service provision.</p> <p><b>Rail:</b> Trowbridge Rail Station is beyond reasonable walking distance but is considered very accessible by cycle due to provision of the canal path and railway path.</p> <p>For SHELAA site 3741, the rail station is not accessible to the site.</p> <p><b>Service Vehicles:</b> If an access is achievable for cars, this should satisfactorily accommodate service vehicles.</p> <p>For SHELAA site 3741, Whaddon Lane is a narrow country lane with infrequent passing bays and could not accommodate an intensification of service vehicles as a result of the development site. All large vehicle servicing will need to be accessed from the A361. Whaddon Lane may however provide alternative emergency vehicle access.</p>
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**Assessment outcome (on balance): Moderate (significant) adverse effect**

<p><b>Summary of SA Objective 11</b></p> <ul style="list-style-type: none"> <li>• The significant size of this site would suggest that a mixed-use development could be achieved and would be needed to help reduce the need to travel.</li> <li>• The site cannot be accommodated by a single principal highway network due to intensive impact and hence for this site to be accommodated, it will require Site 6 to also be delivered to provide for access through to the A350.</li> <li>• Like similar large sites proposed in Trowbridge, site 5 is so vast that the local road network could not accommodate the influx of vehicles generated.</li> <li>• In order to address this, strategic vehicular distribution from the development should be focused in two separate directions with the A361 providing north, south, and eastern connectivity, with western connectivity to Bradford on Avon and thereafter Bath, achieved via B3105/New Terrace/Marsh Road, but only after delivery of the B3105 Staverton Diversion; local distribution should focus on sustainable and active travel.</li> <li>• An alternative approach is to massively reduce the scale of development and deliver smaller parcels in discreet locations where they can be appropriately served.</li> <li>• For pedestrian and cycle access: The site is served by an attractive route accommodating pedestrians and cyclists along the canal path, then linking to rural routes along the rail line. Whilst these do lead to employment at the Canal Road Industrial Estate, onward destinations in the town centre, including Railway Station, are considered too far for a walking commute but within appropriate distances to cycle. The site would need to provide its own provision for primary and secondary education, community facilities including retail, and further employment.</li> <li>• For public transport (bus) access: Whilst the site is within reasonable walking distances from the site edge to bus stops serving the 68-bus service, these would be inaccessible for the majority of occupiers. To address this, the site will require new service provisions. Bus infrastructure on-site will need to include bus only routes to maximise mode share.</li> </ul>
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- For rail usage: Trowbridge Rail Station is beyond reasonable walking distance but is considered very accessible by cycle due to provision of the canal path and railway path.
- Site specific mitigation measures include: The site is of a scale that will require masterplan modelling to be self-sustainable with regards to education, employment and retail. The site will also require the timed delivery of the Staverton Diversion, the timing of which will need to be determined through a Transport Assessment, but with existing congestion issues this should be early in the site delivery programme. The site would also benefit from the delivery of site 6, which may facilitate access directly through to the A350.
- Strategic mitigation measures include: Delivery of the Trowbridge Transport Strategy.
- Overall, likely effects of this development will be significant – a significant amount of new road and sustainable transport infrastructure will be required. Mitigation measures are likely to be achievable but problematic. Therefore, a moderate adverse effect is likely overall against this objective.

**SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth**  
**Decision-Aiding Questions. Will the development site...**

1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?	The site is positioned approx. 2km to the south-west of Trowbridge town centre and the Trowbridge Railway Station is positioned further away, approx. 2.7km away in the same direction. This is a very large site that is likely to be able to support the town centre, as well as existing local facilities. New residents or workers at the site would be likely to support the redevelopment of Trowbridge and the town centre economy through new users.
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	<p>Although this site does not have excellent accessibility to the town centre, it does benefit from access to the B3105 (Marsh Road). Development at this site would require upgrades to local roads, including the creation of sustainable transport linkages within the site, to the local area and wider Trowbridge. The nearest existing employment land is positioned approx. 0.5km to the west and approx. 2.1km to the south of the site.</p> <p>The size of this site suggests that it would be capable of being able to deliver a mixed-use development, which incorporates employment land that would be able to meet a wide range of economy needs, including those for higher skilled employment. New employment land at this site could support the diversification of employment land at Trowbridge and new jobs. However, there is a need to ensure that this is fit for purpose and avoid this site stalling along with other undeveloped employment land as it is unable to meet business demands.</p>
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	<p>This site could provide very high levels of new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure.</p> <p>This site is of a large size and as such presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies.</p>
4. Promote a balance between residential and employment development to help reduce travel to work distances?	A site of this size could provide mixed-use development that includes a balance of employment and residential land to meet a range of needs. This could help reduce the need to travel but there will still need to be significant investment in sustainable transport modes linking to the town centre and railway station for those people who work elsewhere.

**Assessment outcome (on balance): Major (significant) positive effect**

**Summary of SA Objective 12**

- This site is reasonably connected to the town centre and railway station, but the site is likely to be able to support local facilities.
- The site benefits from proximity to B3105 (Marsh Road) and existing protected employment land.
- This is a large site that could lend itself to mixed-use development, including employment land to meet a range of economic needs.
- Overall, a major significant positive effect is likely.

**Site Number and/or SHELAA ref(s):** Site 6 (SHELAA sites 733, 734)  
**Site name:** Paxcroft Farm  
**Site size:** 85.47 ha **Site capacity:** approximate range 2136 - 2991 dwellings  
**Site description:** This site is in agricultural, mostly arable use. It is located to the east of Trowbridge, east of Paxcroft Farm and Trowbridge Rugby Club. The site is bounded by the A361 in the north and partly by the A350 to the east. The rest of the site is adjacent to open countryside. There are a number of Public Rights of Way (HILP51, HILP52, GHIN3, SEMI39) that go through or border the site.

**SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses**  
**Decision-Aiding Questions. Will the development site...**

<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>Lying to the east of Trowbridge, this site comprises of irregular, generally large sized fields bound by low hedgerows and with limited tree cover. Key flight lines for Bechstein's are thought to head north from Green Lane Wood up to Paxcroft Farm, the Kennet and Avon Canal and beyond Whaddon. Principles for buffering and offsetting habitats can be drawn from experience with the Trowbridge Bat Mitigation Strategy (TBMS) but additional habitat will be required to deliver net biodiversity gain. Considerations for bats are likely to also be able to accommodate other protected species such as birds and reptiles. Large numbers of new dwellings will generate additional recreational pressure on Green Lane Woodland Complex. Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. Given the size of the site there would be the potential to make suitable provision for buffers to protect any biodiversity features and the provision of biodiverse open space which may give opportunities for biodiversity enhancement. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>Most of the site lies in the Bath &amp; Bradford on Avon Bats Special Area of Conservation (SAC) core area for Bechstein's bats. The site is likely to contain flight routes around the outskirts of Trowbridge that SAC bats use to access SAC mines to the north. The whole site lies within the grey hatched zone of the Trowbridge Bat Mitigation Strategy (TBMS) (medium risk for effects of recreational pressure) and most of the site also lies within the yellow zone (medium risk for effects of habitat loss). Several bridleways which are shown on historical maps have good potential to be commuting routes for bats and the site contains priority habitats including hedgerows, ponds, running water with other habitats including arable land. Historical maps show more hedgerows as fields have been enlarged. New woodlands and wetlands would be readily created in this area of heavy clays, would be quickly taken up by bats and newts and would provide stepping stones between Great Bradford Wood and Green Lane Wood. Development of the site has the potential to increase recreational pressure upon identified protected species, habitats and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly.</p>
<p>3. Ensure that all new developments protect Local Geological Sites</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS).</p>

(LGSs) from development?	
4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> <li>- The development of the site would appear to be capable of delivering multi-functional green infrastructure and improve habitat connectivity through the retention of hedgerows/trees and addition of new greenspace.</li> </ul> <p>The development of the site would appear to be capable of delivering multi-functional green infrastructure and improve habitat connectivity, for example through the retention of hedgerows/trees and addition of new greenspace.</p> <p>In line with national policy, local plan policy and standing advice from relevant bodies, the development of the site would have the potential to make suitable provision for buffers to recognised green/water course corridors. Protection should be given to mature hedgerows and trees along the boundaries of the site where possible.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<b>Summary of SA Objective 1</b>	
<ul style="list-style-type: none"> <li>• Consideration should be given for bats within and adjacent to the site. Principles for buffering and offsetting habitats can be drawn from experience with the TBMS but additional habitat will be required to deliver net biodiversity gain.</li> <li>• Considerations for bats are likely to also be able to accommodate other protected species such as birds and reptiles.</li> <li>• As this is a very large site there would be scope to avoid and mitigate impacts of habitat loss for example there is potential for large-scale land implications e.g., 100m wide corridors will need to be set aside.</li> <li>• There are opportunities for net gain as the site is currently intensively agricultural. Historical maps show more ponds and tree lined lanes but generally speaking, field patterns have remained the same since pre-war times.</li> <li>• New woodlands and wetlands would be readily created in this area of heavy clays, would be quickly taken up by bats and newts and would provide stepping stones between Great Bradford Wood and Green Lane Wood.</li> <li>• On balance, a moderate (significant) adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Ensure development maximises the efficient use of land?	<p>This is a very large site and it is considered possible that development could achieve an efficient use of land through maximising densities. The site has few constraints to development, is not adjacent to any residential development and extends out into open countryside.</p> <p>New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
2. Maximise the reuse of Previously Developed Land?	This site is greenfield and in agricultural use, therefore opportunities to maximise PDL are very limited.
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	This site is greenfield, agricultural land which appears not to have been developed before - therefore it is unlikely to be contaminated. However, a more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.



4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence shows this site as consisting of Grades 2, 3 and 4 agricultural land with Grade 3 the most prominent - there is no differentiation between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. Development of this site would therefore lead to a significant permanent loss of both higher and lower quality agricultural land. Where possible, any development on this site should be located to reduce the loss of BMV, with development of lower quality land instead. Given the likely scale of development, significant adverse effects would be anticipated.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	<p>This is a large site and there are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of development. The Trowbridge Household Recycling Centre is located at Canal Road Industrial Estate in the north of Trowbridge which is in reasonable proximity by car to this site.</p> <p>The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 2</b></p> <ul style="list-style-type: none"> <li>• A very large greenfield site that is in agricultural use - there are limited opportunities to maximise use of PDL within the site.</li> <li>• Evidence shows this site as consisting of a mixture of Grades 2, 3 and 4 agricultural land, with Grade 3 the most prominent. Development would likely lead to a significant loss of agricultural land.</li> <li>• It is considered possible that development could achieve an efficient use of land through maximising densities as there are few constraints to development.</li> <li>• It is unlikely that remediation measures for contaminated land would be needed to any significant degree, but more detailed assessment would be required to establish this.</li> <li>• The site is not located within a designated Mineral Safeguarding Area.</li> <li>• There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated into a development.</li> <li>• Overall, given the size of the site and likely permanent loss of greenfield, agricultural land, a moderate adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 3 - Use and manage water resources in a sustainable manner</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Protect surface, ground and drinking water quantity/quality?	<p>This site is not covered by any Source Protection Zones, Drinking Water Protected Areas or Drinking Water Safeguard Zones.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will still need to make suitable provision to protect and, where appropriate, improve local surface and groundwater quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.</p>

2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. The area covered by Wessex 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 the development and occupation of the site.</p> <p>With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required. A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</p>
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 3</b></p> <ul style="list-style-type: none"> <li>• This site is not covered by any Source Protection Zone, Drinking Water Protected Areas or Drinking Water Safeguard Zones.</li> <li>• Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water.</li> <li>• The area covered by Wessex 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 the development and occupation of the site.</li> <li>• With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required.</li> <li>• With regard to foul water network capacity, it is likely that significant off-site infrastructure reinforcement would be required.</li> <li>• A site-specific policy requirement for the control of surface water discharges from new development would be required for this site.</li> <li>• Development is likely to increase pressure on water resources and sewage treatment capacity is likely to require improvement, and therefore a moderate adverse effect is likely.</li> </ul>	
<p><b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	<p>Development of this site is likely to significantly increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure. Development will be taking place in an area which is currently open countryside, in agricultural use and with few roads or buildings.</p> <p>Road traffic noise from the A361 will need to be assessed and mitigated.</p> <p>The Rugby Club holds events and is potentially a source of music and people noise at unsociable hours. This will need to be assessed and any dwellings nearby laid out and designed to mitigate the impacts. Providing a buffer zone to distance any dwellings from the rugby club would be the most effective method.</p> <p>The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area. Noise, odour, dust and pest impacts from Paxcroft Farm and the industrial units there will need to be appropriately assessed and mitigated.</p> <p>Constraints are on one side of the site and suitable mitigation should be achievable without a significant impact on the number of dwellings, if residential uses are pursued on this site.</p>
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, significant new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. This is a large site within open countryside. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</p>

levels of traffic and poor air dispersal?	In combination effects of the development of this and other sites in the area would put pressure on existing heavily trafficked local roads, and cumulative assessment of air quality impacts would be required.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 4</b></p> <ul style="list-style-type: none"> <li>• Development of this site is likely to significantly increase environmental pollution, including noise, light and vibration – both during construction and operational phases, as will the level of required transport infrastructure. Development will be taking place in an area which is currently open countryside, in agricultural use and with few roads or buildings.</li> <li>• Road traffic noise from the A361 and noise from the Rugby Club will need to be assessed and any dwellings nearby laid out and designed to mitigate the impacts. Providing a buffer zone to distance any dwellings from the A361 and rugby club would be the most effective method.</li> <li>• Noise, odour, dust and pest impacts from Paxcroft Farm and the industrial units there will need to be appropriately assessed and mitigated.</li> <li>• The site is partially within an odour or fly buffer zone around a sewage treatment works, which would require assessment and may lead to a reduction in developable area.</li> <li>• This is a large site within open countryside. Impacts on local air quality are most likely to arise from a significant increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development.</li> <li>• The AQA at master plan stage should incorporate design and mitigation measures and focus on relevant exposure on exiting service roads into the town centre and other local services. Regard must be had to the cumulative effect of all proposed developments.</li> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a site of this size in this location is considered likely to have a moderate (significant) adverse effect against this objective.</li> </ul>	
<b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?	<p>A site of this size has the potential to produce large amounts of greenhouse gases through the construction and occupation of the development. Mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to	All of the site is located within Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The site borders and is traversed by 2 watercourses although they are not thought to present a flood risk. However, it is advisable to implement buffer zones adjacent to watercourses with significant biodiversity enhancement and Green Infrastructure.

developing land in Flood Zones 2 or 3?	
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	<p>There is a moderate risk posed to 28% of the site due to high groundwater levels. This is across the south of the site. This means groundwater levels are between 0.25 and 0.5 m below ground level. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. There is thought to be minimal risk from surface water flooding. There are minimal patches within the site which present a pluvial flood risk however this is below 4% of the site and should be mitigated by an appropriate surface water drainage strategy.</p> <p>Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't exacerbated elsewhere.</p>
4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located more than 1 km from the town centre, which could inhibit active travel to the town centre and ease of access to public transport.</p> <p>It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>The size of this site will allow for the provision of areas of open space, however there will still be a loss of greenfield agricultural land. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. However, some commonly used sustainable drainage techniques will not be able to be used across some of the site due to high groundwater levels.</p>
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• The site is in Flood Zone 1.</li> <li>• There is a negligible fluvial and minimal pluvial flood risk.</li> <li>• Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.</li> <li>• Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.</li> <li>• There is a moderate risk associated with shallow groundwater under 28% of the site. This could inhibit the use of some sustainable draining methods, which could result in surface water having to be drained through conventional piping systems. This puts pressure on the existing system.</li> <li>• It would be possible for a development of this scale to include renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Development of this sized site has the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, although future development is likely to increase emissions, it is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is considered possible for new development to be in Flood Zone 1. However, given the risk associated with high groundwater levels, which could inhibit the use of SUDs and thus worsen flood risk elsewhere, a minor adverse effect is likely.</li> </ul>	
<b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b> <b>Decision-Aiding Questions. Will the development site...</b>	

1. Support the development of renewable and low carbon sources of energy?	<p>This site is one of the larger sites in Trowbridge and so presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development;</li> <li>• considers identifying suitable areas for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on in order to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be significant and could require substantial investment to reinforce the grid which may involve significant costs. According to SSEN's generation availability map, the substations in Trowbridge are constrained, therefore could struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are also constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid. It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size in Trowbridge. If the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	<p>It is considered that a site of this size could enable economic and employment opportunities in sustainable green technologies. There are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. And possibilities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.</p>
4. Deliver high-quality development that maximises the use of sustainable construction materials?	<p>It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.</p>
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	<p>It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.</p>
<b>Assessment outcome (on balance): Neutral effect</b>	
<p><b>Summary of SA Objective 6</b></p> <ul style="list-style-type: none"> <li>• There are no known details of future development schemes but there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies.</li> </ul>	

- There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities.
- New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.
- It is considered that the current energy infrastructure could cope with the increased demand of this site, reducing the cost associated with reinforcing the grid. However further evidence is required to confirm this. As this is a large site the energy demand would be significantly higher than a smaller site.
- If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be significantly less.
- Overall, given the opportunity for future renewable energy generation, but considering the increase in demand this development would create and the costs associated with a connection, a neutral effect is considered likely against this objective.

**SA objective 7 - Protect, maintain and enhance the historic environment**  
**Decision-Aiding Questions. Will the development site...**

<p>1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks &amp; Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?</p>	<p>There are no designated conservation assets effected by potential development of this site.</p> <p>Within a 100m buffer of the site there is a Scheduled Monument- Shrunken Settlement of Paxcroft to east of Paxcroft farm (NHL: 1442589) which is of high value. Whilst this does not extend into the site the wider landscape may contribute to its setting.</p> <p>The site is low value features including a former Medieval ridge and furrow, in the south of the site associated with Paxcroft, but also in the north and post medieval field boundaries in the north of the site.</p> <p>Iron age/Roman enclosure and subsequent excavation in the north buffer area and possibly associated pits found by geophysical survey are of medium value together with iron age enclosure with likely associated hut circle and possible Bronze age ring ditch in the north-east buffer area. Within the western buffer area there is a partially extant C19 farmstead- Paxcroft Farm, in the western buffer area. Former ridge and furrow earthworks indicate potential for survival of archaeological remains. Iron Age/Roman enclosures and associated remains in the buffer area indicate potential for archaeological remains extending onto the site. The inferred Bronze age ring ditch indicates potential for further archaeological remains extending onto the site.</p> <p>Further investigation is likely needed during a planning application process in the form of geophysical survey and subsequent trial trenching, particularly in the northern area where Iron Age/Roman settlement remains may spread into the site and in the NE where the ring ditch may be accompanied by other remains.</p> <p>Further research is also likely required to inform future development regarding the setting of the Scheduled Monument. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Following further investigation, mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required, potentially in the north and north-east of the site. Also, mitigation strategy could include preservation by record where preservation in situ is not required.</p> <p>Should preservation be part of a mitigation strategy, opportunities to interpret and enhance understanding and / or improve land management regimes could be taken forward. Consideration should be given to opportunities to enhance the understanding and setting of the scheduled monument.</p> <p>Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low.</p> <p>The site has 21st century paddocks at Paxcroft farm, amalgamated fields and prairie fields with little former character legible and Post Medieval to 21st century piecemeal fields with no former character legible which are not highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Mitigation strategy could include incorporation of surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development. Following the application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is very low.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management</p>	<p>In accordance with national policy/local policy, the development of the site could deliver development that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance.</p> <p>The site is not located near to a conservation area.</p>

objectives of Conservation Areas?	
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• There are no designated conservation assets affected.</li> <li>• The potential for significant adverse archaeological effects is low.</li> <li>• The potential for significant adverse historic landscape effects is very low.</li> <li>• The site is not located near to a conservation area.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...</b>	
1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	No AONBs, national parks or other nationally designated landscapes cover the site area. The Cotswolds AONB site approximately 6km to the north west of the site while Biss Wood ancient woodland (2km away) and Great Lane Wood ancient woodland (1km away) sit within 2km of the site. Significant impacts on nationally designated landscapes from development are not anticipated.
2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	<p>The site lies on the east edge of Trowbridge, between the A361 and A350 (which have hedgerow boundaries with occasional trees) and forms part the undulating landscape that rises to the southeast of Paxcroft Brook, between Paxcroft and Little Marsh. The site forms part of the predominantly arable landscape that extends east of Trowbridge. It comprises of irregular, generally large fields bound by low hedgerows and with limited tree cover.</p> <p>The site has an open and predominantly rural character, with limited built form. Paxcroft Farm is a cluster of farm buildings that are relatively well-integrated by surrounding trees that contribute to vegetation links through the local landscape. The site forms part of the rural landscape that contributes to the separation of the suburbs of Trowbridge from the various outlying village settlement, including Little Marsh, Semington and Great Hinton.</p> <p>There is a moderate level of scenic quality associated with the generally moderate quality of the landscape and value as a recreational landscape with variety of public footpaths/bridleways that are well connected through the wider landscape. There is a strong sense of separation from the edge of Trowbridge that contributes to the local sense of place.</p> <p>Overall, the site is of generally medium landscape sensitivity to development, with higher sensitivity associated with the locally prominent Hagg Hill. The site has generally medium capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>• Potential for built form to be intrusive in the rural landscape, particularly on rising land to the prominent landform of Hagg Hill.</li> <li>• Potential for development to alter the strong sense of separation between Trowbridge and the surrounding countryside and outlying rural settlements.</li> <li>• Potential loss of hedgerows and trees that provide important visual and physical links through the open, low-lying landscape.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>• Avoid development on higher landform where it would be prominent in the wider landscape.</li> <li>• Create a wide landscape buffer to the east of the site, to maintain separation between the site and outlying rural settlements, incorporating existing vegetation and landscape features and in-keeping with landscape character.</li> <li>• Retain hedgerows, trees and woodland as part of a mature landscape framework that contributes to a network of green infrastructure and rural setting of Hilperton and east of Trowbridge.</li> </ul>

3. Protect and enhance rights of way, public open space and common land?	There are a number of footpaths and bridleways that follow the line of the field boundaries through the site and linking with the edge of Hilperton, Trowbridge, surrounding countryside and scattered rural settlements. There is no public open space or common land within this site. There is opportunity to create biodiverse, accessible and connected greenspaces through the development that connect with the existing public rights of way as part of the landscape strategy for the site.
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<b>Summary of SA Objective 8</b> <ul style="list-style-type: none"> <li>• No AONBs, national parks or other nationally designated landscapes cover the site area.</li> <li>• The site forms part of the predominantly arable landscape that extends east of Trowbridge. It comprises of irregular, generally large fields bound by low hedgerows and with limited tree cover. There are a number of public footpaths and bridleways that connect with the site.</li> <li>• Overall, it is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity associated with the locally prominent Hagg Hill. The site has generally medium capacity to accommodate development.</li> <li>• Overall, a moderate adverse effect is considered likely against this objective</li> </ul>	
<b>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</b> <b>Decision-Aiding Questions. Will the development site...</b>	
1. Provide an appropriate supply of affordable housing?	House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a large number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Parts of the site have variable topography which is likely to limit the developable area to some extent – particularly around Hag Hill. Should this large site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a wide range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.
<b>Assessment outcome (on balance): Major (significant) positive effect</b>	
<b>Summary of SA Objective 9</b> <ul style="list-style-type: none"> <li>• Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development.</li> <li>• There is a large amount of developable land on this site which could deliver a wide range of house types, tenures and sizes.</li> <li>• Overall, a major (significant) positive effect is considered likely against this objective.</li> </ul>	
<b>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</b> <b>Decision-Aiding Questions. Will the development site...</b>	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	The Indices of Multiple Deprivation (IMD) 2019 identify this site as being within an area of lower deprivation and adjoining areas also of lower levels of deprivation. Development of this site will not maximise opportunities for new homes and jobs in areas of higher deprivation and would therefore be unlikely to result in significant benefits in the local area, but a development of this size would have benefits more widely for Trowbridge through new jobs and homes. The site could deliver up to circa 2870 homes of different types and tenures and deliver a very good level of affordable housing. There would be significant benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.
2. Be accessible to educational, health, amenity greenspace,	The site is positioned approx. 2.6km to the east of Trowbridge town centre and has a reasonable level of accessibility through sustainable modes from the site to the town centre. Development at this site should look to enhance and promote sustainable transport modes. A development of this size should take opportunities to incorporate amenity greenspace as part development on this site and consider improvements for nearby GI assets.



community and town centre facilities which are able to cope with the additional demand?	Development at this site would generate a need for 267-373 early years places, 636-890 primary school places and 451-631 secondary school places. In meeting the needs for early years places, three 80-100 place full day care nurseries would be required and additional places could be provided as part of new onsite primary schools, of which, two 2FE primary schools will be required on sites of at least 2ha to meet primary schooling needs. In meeting the full secondary education needs of this site, it is likely that places would need to be provided within a new secondary school in this town. Financial contributions would be required to supply new secondary school places offsite. Contributions and land would need to be Roundstone Surgery and Trowbridge Health Centre are both less than 3km to the west and south-west of the westernmost part of the site. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.
3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	The large scale of this site suggests that development would be capable of delivering a sizable amount of formal and informal public space, alongside other community uses as part of a mixed-use development on this site. There may be opportunities to improve and enhance public rights of way: SEMI39, GHIN4, GHIN3, GHIN2, GHIN1, HILP53, HILP28, HILP52 and HILP51. Opportunities to introduce community facilities adjoining school developments to create local and district centres to serve the development are likely to be apparent and should be incorporated where possible. New community, education and recreational facilities will be required to serve a development of up to circa 2870 homes in locations that are accessible by sustainable modes of transport to all residents. These are likely to be able to be delivered onsite, but where this isn't achievable, contributions should be sought.
4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	Development of this site in Trowbridge would be capable of making some contribution to the reduction of rural social isolation. Although the site is situated on the edge of Trowbridge and would be meeting needs arising from Trowbridge primarily, new development could provide a large amount of affordable housing for those people living in surrounding rural areas who cannot afford rural house prices and there will be new education and other community facilities which rural residents could access. Public transport services will need to be extended to serve this new development and this could also benefit people in rural areas.

**Assessment outcome (on balance): Moderate (significant) positive effect**

**Summary of SA Objective 10**

- Development would not direct new development to an area of higher deprivation as the site is not within or adjoining any of these areas.
- The site is likely to be able to provide affordable homes as part of housing development.
- Some accessibility to the town centre, but opportunities to enhance sustainable transport modes should be pursued.
- Amenity greenspace could be incorporated into a scheme of this size.
- Early years, primary and secondary schooling provision could be met in new onsite provision or through financial contributions into offsite provision, location/land availability for schools would need to be resolved.
- The site has very poor accessibility to existing health provision, and this could be improved. Financial contributions to avoid worsening capacity issues within existing health services as part of any future development for housing at this site.
- The site could help support local services and facilities and could incorporate new services and facilities onsite. Contributions for offsite provision should be sought where appropriate.
- Overall, a moderate significant positive effect is likely.

**SA objective 11 - Reduce the need to travel and promote more sustainable transport choices**  
**Decision-Aiding Questions. Will the development site...**

1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	The significant size of this site would suggest that a mixed-use development involving residential, employment and other uses could be achieved that may help reduce the need to travel. On-site employment, health, retail, education and other facilities may be required to reduce out-commuting and reduce impacts on existing roads.
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>The site is not of a scale that requires access to both the A361 and A350 in its own right, although the intensity of background traffic may dictate this need. Accessing both networks also provides an opportunity for other sites to be delivered along Trowbridge's northern fringe and to provide a radial bypass. If a single access point can be justified, then this should be achieved from the A361 to minimise journey lengths into Trowbridge.</p> <p><u>Local Constraints</u> Disconnect from Trowbridge minimising sustainable mode share.</p>
3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?	<p>This site is disconnected from Trowbridge which could minimise sustainable mode share.</p> <p><b>Pedestrian/Cycle:</b> The development site is dislocated from Trowbridge with limited opportunities to walk or cycle. The A361 has a short section of footway serving Trowbridge Rugby Club, the A350 has no such facilities. Access to employment, the town centre and the Railway Station is considered well beyond a reasonable walking distance, however these destinations may be accessible by cycle; there is existing cycle infrastructure through Paxcroft Mead and further opportunities to deliver new infrastructure to connect to the town centre.</p> <p><b>Bus:</b> The A361 is served by the X34 and 49 services. The X34 provides good accessibility to Frome, Melksham and Chippenham. Chippenham is accessible for normal working hours; however, Frome has limited evening peak services. The 49 service connects Trowbridge to Swindon via Devizes. Swindon is accessed in circa. 1hr 40mins and hence is not considered a viable destination for daily commute. Devizes is accessible in 20mins.</p> <p>The site spans the gap between the A361 and A350 and hence provides an opportunity to provide bus connectivity between these two networks. However, this would not address the disconnect with Trowbridge, which would require additional buses to connect to the town centre, supplemental to the X34.</p> <p><b>Rail:</b> The Rail Station is beyond reasonable walking distance but may be accessible by cycle. The X34 bus service also stops close to the rail station.</p> <p><b>Service Vehicles:</b> Service vehicles would be easily accommodated by either the A350 or A361 networks.</p>

**Assessment outcome (on balance): Moderate (significant) adverse effect**

<p><b>Summary of SA Objective 11</b></p> <ul style="list-style-type: none"> <li>• The significant size of this site would suggest that a mixed-use development could be achieved that may help reduce the need to travel.</li> <li>• The site is not of a scale that requires access to both the A361 and A350, however accessing both networks would provide an opportunity for other sites to be delivered along Trowbridge's northern fringe and to provide a radial bypass.</li> <li>• If a single access point is to be provided, then this should be achieved from the A361 to minimise journey lengths into Trowbridge.</li> <li>• <b>Pedestrian/Cycle:</b> The development site is dislocated from Trowbridge with limited opportunities to walk or cycle. The A361 has a short section of footway serving Trowbridge Rugby Club, the A350 has no such facilities. Access to employment, the town centre and the Railway Station is considered well beyond a reasonable walking distance, however these destinations may be accessible by cycle.</li> <li>• <b>Bus:</b> The A361 is served by the X34 and 49 services. The X34 provides good accessibility to Frome, Melksham and Chippenham. The 49 service connects Trowbridge to Swindon via Devizes. Swindon is accessed in circa. 1hr 40mins and hence is not considered a viable destination for daily commute.</li> </ul>
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<ul style="list-style-type: none"> <li>• The site spans the gap between the A361 and A350 and hence provides an opportunity to provide bus connectivity between these two networks. However, this would not address the disconnect with Trowbridge.</li> <li>• Rail: The Rail Station is beyond reasonable walking distance but may be accessible by cycle. The X34 bus service also stops close to the rail station.</li> <li>• Site specific mitigation measures include: Bus service uplift and improved walking and cycling connectivity with Trowbridge.</li> <li>• Strategic mitigation measures include: Link road between the A350 and A361 to facilitate further sites to come forward. Delivery of Trowbridge Transport Strategy. Contributions to the Staverton Diversion.</li> <li>• Overall, likely effects of this development will be significant – a significant amount of new road and sustainable transport infrastructure will be required. Mitigation measures are likely to be achievable but problematic. Therefore, a moderate adverse effect is likely overall against this objective.</li> </ul>	
<p><b>SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?	The site is positioned approx. 2.6km to the east of Trowbridge town centre and the Trowbridge Railway Station is positioned approx. 3.4km to the west of the site. This is a large site that is likely to be able to support the town centre through users, as well as existing local facilities, if connectivity through sustainable transport modes was achieved. New residents or workers at the site would be likely to support the redevelopment of Trowbridge and the town centre economy through new users.
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	<p>Although this site does not have excellent accessibility to the town centre, it does benefit from access to the A361 and the A350. Development at this site would require suitable access and the creation of sustainable transport linkages within the site and wider Trowbridge area. Canal Road Industrial Estate is positioned approx. 2.3km to the west of the site, whilst West Ashton Road Principal Employment Area is 2.3km to the southwest.</p> <p>The size of this site suggests that it would be capable of being able to deliver a mixed-use development, which incorporates employment land that would be able to meet a range of economy needs, including those for higher skilled employment. New employment land at this site could support the diversification of employment land at Trowbridge and new jobs. However, there is a need to ensure that this is fit for purpose and avoid this site stalling along with other undeveloped employment land as it is unable to meet business demands.</p>
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	<p>This site could provide high levels of new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure.</p> <p>This site is of a large size and as such presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies.</p>
4. Promote a balance between residential and employment development to help	A site of this size could provide mixed-use development that includes a balance of employment and residential land to meet a range of needs. This could help reduce the need to travel but there will still need to be significant investment in sustainable transport modes linking to the town centre and railway station for those people who work elsewhere.

reduce travel to work distances?	
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**Assessment outcome (on balance): Moderate (significant) positive effect**

**Summary of SA Objective 12**

- The site is poorly connected to the town centre and railway station. It would however be likely to support local facilities.
- The site benefits from proximity to the A361 and the A350, which suggests the site would be attractive to employment uses.
- The site is relatively distant from existing employment land and detached from residential areas to the east of Trowbridge.
- This is a large site that could lend itself to mixed-use development, including employment land to meet a range of economic needs.
- Overall, a moderate significant positive effect is likely.

**Site Number and/or SHELAA ref(s):** Site 7 (SHELAA ref OM020)  
**Site name:** Former Bowyers site (Innox Mills)  
**Site size:** 3.74 ha **Site capacity:** approximately 187 dwellings  
**Site description:** This brownfield site is located close to Trowbridge town centre, adjoining the Trowbridge railway station. It comprises large areas of hardstanding and vacant buildings from the site's former commercial uses and areas of surface level car parking. To the north the site adjoins the River Biss, and the site is intersected by a public right of way.

**SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses**  
**Decision-Aiding Questions. Will the development site...**

1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?	The site is largely previously developed land with the River Biss bordering at its northern and eastern edge. The River Biss is lined by self-seeded trees for about 2/3 of its length with this feature being of likely importance to species including bats, with known roosts also present on site for bats. Development should avoid any light spill onto the river and its banks while also avoiding any removal of trees. A buffer should be provided to this feature that is appropriate in width. The railway line forms the sites western boundary and this feature along with the river provide opportunity for habitat enhancement and the provision of new natural habitat. Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?	Key features on this largely previously developed site include the River Biss bordering the site on its northern and eastern boundaries along with the railway corridor to the western boundary. The River Biss is likely to represent priority habitat while species utilising this self-seeded tree lined corridor may include bats and otter. The site lies within the grey zone of the Trowbridge Bat Mitigation Strategy (TBMS) with potential for recreational impacts while the River Biss lies within the yellow zone of the TBMS with potential for habitat impacts. It also lies within a core area for greater horseshoe bats. The River Biss may be an important flight line for bats which are features of the Bath and Bradford on Avon Special Area of Conservation (SAC). Development of the site has the potential to increase recreational pressure upon identified protected species, habitats, and designated/non-designated biodiversity features in the local area and this must be assessed and mitigated accordingly. Given no protected sites lie within walking distance of the proposed allocation, recreational pressure issues are reduced.
3. Ensure that all new developments protect Local Geological Sites 3(LGSs) from development?	The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS). There are no LGS within or in close proximity to this site.

4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> <li>• The River Biss and railway corridor along with buffers to these features</li> </ul> <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
<b>Assessment outcome (on balance): Minor adverse effect</b>	
<p><b>Summary of SA Objective 1</b></p> <ul style="list-style-type: none"> <li>• Largely previously developed land, notable features include the bordering River Biss and railway corridor.</li> <li>• The River Biss, likely to represent priority habitat, is lined by self-seeded trees for about 2/3 of its length with this feature being of likely importance to species including bats, with known roosts also present on site for bats.</li> <li>• Development should avoid any light spill onto the river and its banks while also avoiding any removal of trees. A buffer should be provided to this feature of open space that is appropriate in width.</li> <li>• The site lies within the grey zone of the Trowbridge Bat Mitigation Strategy (TBMS) while the River Biss lies within the yellow zone. It also lies within a core area for greater horseshoe bats. The River Biss may be an important flight line for bats which are features of the Bath and Bradford on Avon Special Area of Conservation (SAC).</li> <li>• A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Ensure development maximises the efficient use of land?	<p>It is considered that development of this site could deliver appropriate densities in line with local planning policy and available evidence, given its central location within the town and close proximity to public transport links, town centre and employment.</p> <p>Trowbridge contains a wide range of infrastructure, services and facilities. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
2. Maximise the reuse of Previously Developed Land?	<p>This site consists entirely of brownfield land, including land where buildings have been demolished, former Bowyer's factory buildings and car parking. Developing this site could maximise the reuse of this land.</p>
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	<p>This site consists of former industrial land used for the manufacture of sausages/pies and former railway sidings. There is a possibility of some contamination on site given its former uses and this will require investigation. A more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.</p>
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	<p>This site is regarded as urban land. Development will not lead to the loss of BMV agricultural land.</p>

5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	<p>There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the design and layout of this site.</p> <p>The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation. The nearest Household Recycling Centre is in fairly close proximity to this site at Canal Road Industrial Estate.</p>
<b>Assessment outcome (on balance): Moderate (significant) positive effect</b>	
<p><b>Summary of SA Objective 2</b></p> <ul style="list-style-type: none"> <li>• It is considered that development of this site could deliver appropriate densities in line with local planning policy and available evidence, given its central location</li> <li>• This site consists entirely of brownfield land. Developing this site could maximise the reuse of this land</li> <li>• This site consists of former industrial land used for the manufacture of sausages/pies and former railway sidings. There is a possibility of some contamination on site given its former uses and this will require investigation</li> <li>• Development will not lead to the loss of BMV agricultural land</li> <li>• The site is not located within a designated Mineral Safeguarding Area</li> <li>• The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation</li> <li>• Overall, development of this site could ensure efficient and effective use of land and the use of suitably located previously developed land and buildings and moderate benefits are considered likely against this objective</li> </ul>	
<b>SA objective 3 - Use and manage water resources in a sustainable manner</b> <b>Decision-Aiding Questions. Will the development site...</b>	
1. Protect surface, ground and drinking water quantity/quality?	<p>This site is not covered by any Source Protection Zones, Drinking Water Protected Areas, or Drinking Water Safeguard Zones.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will still need to make suitable provision to protect and, where appropriate, improve local surface and groundwater quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply It is likely that moderate off-site infrastructure reinforcement would be required. The area covered by Wessex 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 the development and occupation of the site.</p> <p>With regard to foul water network capacity, it is likely that moderate off-site infrastructure reinforcement would be required.</p> <p>Significant wastewater infrastructure/service crossing traverse the site, which may affect development viability.</p>

water drainage is available?	
<b>Assessment outcome (on balance): Moderate (significant) adverse effect</b>	
<p><b>Summary of SA Objective 3</b></p> <ul style="list-style-type: none"> <li>• This site is not covered by any Source Protection Zone, Drinking Water Protected Areas, or Drinking Water Safeguard Zones.</li> <li>• Development of the site would need to make necessary provision to protect from harm or pollution to any ground, surface or drinking water.</li> <li>• The area covered by Wessex 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 the development and occupation of the site.</li> <li>• With regard to water supply It is likely that moderate off-site infrastructure reinforcement would be required.</li> <li>• With regard to foul water network capacity, it is likely that moderate off-site infrastructure reinforcement would be required.</li> <li>• Significant wastewater infrastructure/service crossing traverse the site, which may affect development viability.</li> <li>• On the basis of the above evidence, a moderate (significant) adverse effect is likely.</li> </ul>	
<p><b>SA objective 4 - Improve air quality and reduce all sources of environmental pollution</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	<p>Development of this site will inevitably increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases, as will any required transport infrastructure.</p> <p>The site is centrally located where noise impacts may arise due to proximity to nearby roads, the nearby Trowbridge train station and adjacent commercial uses on River Way. A noise impacts assessment would be required.</p> <p>There is potential for light pollution spilling from the nearby train station which could impact on residential dwellings. This would require further assessment and may require a design/layout solution to address.</p> <p>The northwest part of the site is within the odour buffer of a sewage treatment works, which would require odour assessment and may require mitigation such as separation.</p>
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	<p>Trowbridge does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. However, new development would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, further contributing to the elevation of emissions in Trowbridge and in these AQMAs. Steps would need to be taken to mitigate the impact of new development. If the site is allocated, CIL/S106 contributions would be required to enable the council to put in place funding to enable actions to be taken to reduce emissions. Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads and from any new highway infrastructure needed to serve the development. However, this is a centrally located site close to many of the town centre's amenities, so the adverse effects may be less severe than greenfield sites on the periphery due to walkability to services and facilities.</p> <p>This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to. An Air Quality Assessment for this site would be required, focused on the impact on the narrower more congested streets in the town and the cumulative effects of all proposed allocations.</p>
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
<b>Assessment outcome (on balance): Minor adverse effect</b>	

<p><b>Summary of SA Objective 4</b></p> <ul style="list-style-type: none"> <li>• This is a relatively small brownfield site, and development will to some degree increase levels of environmental pollution locally, including noise, light and vibration – both during construction and operational phases.</li> <li>• Noise impacts may arise due to proximity to nearby roads, Trowbridge train station and adjacent commercial uses on River Way. A noise impacts assessment would be required.</li> <li>• There is potential for light pollution from the nearby train station to impact on residential dwellings, which may need to be designed out.</li> <li>• The northwest part of the site is within the odour buffer of a sewage treatment works, which would require odour assessment and may require mitigation such as separation.</li> <li>• Impacts on local air quality are most likely to arise from an increase in vehicle usage on existing roads. However, this is a centrally located site close to many of the town centre’s amenities, so the adverse effects may be less severe than greenfield sites on the periphery due to walkability to services and facilities.</li> <li>• This site on its own is unlikely to have significant adverse effects on air quality. However, potential cumulative effects of a number of different allocations would need to be considered in terms of the context of the town and location of services for any allocations, the congestion that exists and that may be added to.</li> <li>• While Trowbridge does not have an AQMA, development of the site would feed into existing networks of roads that go through the AQMAs of Devizes and Bradford on Avon, and further contribute to the elevation of emissions in Trowbridge.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)</b></p> <p><b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?</p>	<p>As this is a smaller site, it is considered that far fewer emissions would be produced during the construction and occupation of the site. Mitigation measures can still be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include renewable energy generation; however, this would mainly be within buildings rather than areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
<p>2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?</p>	<p>It is not considered possible for all new development to be located within Flood Zone 1. 57% of the site is in Flood Zone 2 and a further 10% of the site may be unsuitable, due to being too high risk, subject to the exception test. The areas of moderate flood risk are related to a tributary of the River Biss which runs along the north of the site.</p> <p>Wide buffer zones should be left adjacent to the River with significant biodiversity enhancement and Green Infrastructure. This would result in the loss of developable land.</p> <p>Consideration should be given to sequentially planning the development of the site to ensure that the risk of flooding is alleviated.</p>
<p>3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?</p>	<p>There is significant flood risk to some of the site associated with both fluvial and pluvial surface water flooding, which may be exacerbated by climate change. There is a medium pluvial flood risk across 11% of the site. This means each year, there is a 1% chance of this area flooding, considering increased risk due to climate change.</p> <p>Finally, there is a low pluvial flood risk across 22% of the site. Each year, this area has 0.1% chance of flooding. It is thought to be unlikely that development could avoid these areas and could worsen the flood risk elsewhere if surface water isn’t managed sustainably. There is a medium risk of groundwater flooding on 8% of the site.</p> <p>Cumulative impacts have been scored low. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn’t worsened elsewhere.</p>



<p>4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?</p>	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site would need to incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located less than 1 km from the town centre, which could enable active travel to the town centre and ease of access to public transport.</p> <p>It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>As this is a small site in, there may not be much provision for large areas of open space. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS).</p>
<p><b>Assessment outcome (on balance): Moderate (significant) adverse effect</b></p>	
<p><b>Summary of SA Objective 5</b></p> <ul style="list-style-type: none"> <li>• It is not considered possible for all development to be in Flood Zone 1</li> <li>• Areas of moderate fluvial flood risk are associated with a tributary of the River Biss to the north of the site. This means 10% of the site is potentially undevelopable.</li> <li>• Wide buffer zones should be left adjacent to those watercourses with significant biodiversity enhancement and Green Infrastructure.</li> <li>• Flood risk could be exacerbated by climate change.</li> <li>• Cumulative impacts have been scored low.</li> <li>• There is also a moderate risk associated with pluvial flooding across 11% of the site which follows a similar pattern to the fluvial risk. This would need to be mitigated by an appropriate surface water management strategy.</li> <li>• It would be possible for this development to include renewable energy generation, mostly within buildings and not in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.</li> <li>• Although the size of this site may not lend itself to large amounts of renewable energy opportunity, it also has the potential to produce significantly less greenhouse gas emissions than a larger site. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.</li> <li>• Overall, this is a smaller site which should produce fewer emissions than a larger one. It is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is not considered possible for new development to be in flood zone 1. Given the significant surface water flood risk on the site, a moderate (significant) adverse effect is likely.</li> </ul>	
<p><b>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Support the development of renewable and low carbon sources of energy?</p>	<p>As this is one of the smaller sites in Trowbridge, there may be less open space available for opportunities to support energy generation from renewable and low carbon sources. There may still be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> <li>• maximises the potential for suitable development.</li> <li>• considers identifying suitable areas and options for renewable and low carbon energy sources; and</li> <li>• identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</li> </ul>

<p>2. Be capable of connecting to the local Grid without the need for further investment?</p>	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on in order to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>As this is a smaller site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substations in Trowbridge are constrained, therefore could struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Trowbridge are also constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - if the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
<p>3. Create economic and employment opportunities in sustainable green technologies?</p>	<p>It is considered that a site of this size would enable less economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure however it is considered that most of the site will be used for development to improve viability. With less renewable energy generation on site there are fewer possibilities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, being a smaller site, there will be a lower energy demand.</p>
<p>4. Deliver high-quality development that maximises the use of sustainable construction materials?</p>	<p>It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.</p>
<p>5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?</p>	<p>It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and also into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.</p>

**Assessment outcome (on balance): Minor positive effect**

**Summary of SA Objective 6**

- It is considered that a site of this size would not support large-scale renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is limited space available. It would still be possible to generate renewable energy on a smaller scale.
- There will need to be a positive strategy for energy from renewable sources from developers for example, solar panels.
- New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.
- As this is a smaller site, energy demand will be less than a larger site.
- It is considered that the current energy infrastructure could cope with the increased demand of this site however further evidence is required to confirm this.
- Overall, given that this is a smaller site, energy demand will be less than that of a larger site. There may be opportunities for small scale renewable energy generation, and there is potential for this site to provide EV charging points, which would encourage more sustainable car use, therefore minor positive effects are considered likely against this objective.

**SA objective 7 - Protect, maintain and enhance the historic environment**  
**Decision-Aiding Questions. Will the development site...**

<p>1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks &amp; Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?</p>	<p>Development at this site would have an impact on the conservation area and includes Grade II Listed Innox Mill and Innox Place. There would be a requirement to include uses for Listed Buildings and to respect their setting and settlement pattern, character and appearance of the town. There is a potential for enhancement.</p> <p>The site is within the 100m buffer of various archaeological features, including a on the western edge of Medieval town built around castle defences in eastern of buffer zone and settlement sequence from Bronze Age to Post-medieval on south-eastern edge of buffer of high value, Medieval-Post-medieval remains eastern edge of buffer of moderate value, and Post-medieval industrial remains in the southern area of buffer of low value. Brownfield site has been subject to development, archaeological remains may survive but are also likely to have been disturbed. The site located just beyond defined limit of medieval settlement but extensive disturbance across site. Investigations on eastern and southern edge of the buffer record multi-phase settlement/activity but this focused away from site further south east of low risk. Overall, the site is not heavily constrained by archaeology. Further investigation is likely needed during a planning application process to identify the presence and significance of as yet unknown archaeological remains across the site. Mitigation strategy could include preservation by record where relevant. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is moderate.</p> <p>The site is located within an industrial and extractive landscape and within a built-up area therefore there is no historic landscape sensitivity. No mitigation strategy is identified at this stage. The potential for significant adverse historic landscape effects is very low.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?</p>	<p>In accordance with national policy/local policy, the development of the site for housing could deliver housing that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance. The site is adjacent to a conservation area. It is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>
<p><b>Assessment outcome (on balance): Minor adverse effect</b></p>	
<p><b>Summary of SA Objective 7</b></p> <ul style="list-style-type: none"> <li>• The potential for significant adverse heritage/conservation effects is low</li> <li>• The potential for significant adverse archaeological effects is moderate.</li> <li>• The potential for significant adverse historic landscape effects is very low.</li> <li>• The site is adjacent to a conservation area.</li> <li>• Overall, a minor adverse effect is considered likely against this objective.</li> </ul>	
<p><b>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...</b></p>	
<p>1. Minimise impact on and, where appropriate, conserve and enhance</p>	<p>The Cotswolds AONB is located approximately 3.4km to the northwest of the site. Significant impacts on nationally designated landscapes from development are not anticipated.</p>

<p>nationally designated landscapes e.g. National Parks and AONBs and their settings?</p>	
<p>2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?</p>	<p>The site is located to the west of Trowbridge town centre between the railway and the River Biss. The site is located on the edge of the commercial area and part of it forms the railway station car park. The site comprises a substantial area of hardstanding, where former industrial/commercial premises have been demolished and removed. There are a small number of traditional red-brick former factory units and a stone-built mill building remaining in the northeast of the site on Station Approach. A combination of walls, fencing and shrubs/trees form the site boundaries.</p> <p>The canalised route of the River Biss forms the north site boundary. Trees and shrubs line the riverbank within the site. Self-seeded shrubs and trees are dispersed through the site and there is a small group of mature trees around the northwest boundary of the site. Tree vegetation continues along the railway embankments to the north of the site and linking into the countryside.</p> <p>This is an undesignated landscape that adjoins Trowbridge conservation area. It is an urban landscape that is in generally poor condition that has been neglected and has limited landscape value. The former factory buildings and mature trees within the site and along the river corridor contribute to a local sense of place and local value.</p> <p>Overall, the site is of generally low landscape sensitivity to development. The site has generally high capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> <li>• Potential for new built form to be conspicuous and break the existing roofline in views from within the conservation area and from the nearby countryside.</li> <li>• Potential for new built form to erode the character of the townscape and be out of keeping with local vernacular and land uses, particularly considering the distinctive former factory buildings.</li> <li>• Potential loss of tree boundaries that would alter the sense of place and remove vegetation links through the urban area.</li> </ul> <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> <li>• Limit development heights in order to retain the existing roofline levels of the surrounding townscape.</li> <li>• Avoid development that is uncharacteristic of the surrounding townscape scale, pattern and vernacular.</li> <li>• Retain and manage trees as part of a mature landscape framework.</li> </ul>
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>There is no public open space or common land within this site. A public right of way crosses the site and opportunities to enhance this to increase connectivity to surrounding destinations, including the town centre and train station should be taken.</p>
<p><b>Assessment outcome (on balance): Major (significant) positive effect</b></p>	
<p><b>Summary of SA Objective 8</b></p> <ul style="list-style-type: none"> <li>• The Cotswolds AONB is located approximately 3.4km to the northwest of the site.</li> <li>• The site comprises a substantial area of hardstanding, where former industrial/commercial premises have been demolished and removed.</li> <li>• A combination of walls, fencing and shrubs/trees form the site boundaries.</li> <li>• This is an undesignated landscape that is adjoining the Trowbridge conservation area.</li> <li>• It is considered that the site is of generally low landscape sensitivity to development. The site has generally high capacity to accommodate development.</li> <li>• Overall, a major positive effect is considered likely against this objective.</li> </ul>	

<b>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Provide an appropriate supply of affordable housing?	House building rates have been lower than what was anticipated by the WCS although there have been reasonable levels of affordable housing delivery. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Trowbridge.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this small site be developed for residential uses, notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a range of housing types and tenures addressing local needs, with potential to deliver a range of high-quality, sustainable homes.
<b>Assessment outcome (on balance): Minor positive effect</b>	
<b>Summary of SA Objective 9</b>	
<ul style="list-style-type: none"> <li>• Notwithstanding any mitigation that may be required which results in a reduced developable area, this small site could bring forward a small amount of affordable housing as part of a housing development.</li> <li>• The site could potentially deliver a range of different house types, tenures and sizes.</li> <li>• Overall, a minor positive effect is considered likely against this objective.</li> </ul>	
<b>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</b>	
<b>Decision-Aiding Questions. Will the development site...</b>	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	The Indices of Multiple Deprivation (IMD) 2019 identifies that the site is within an area with reasonable levels of deprivation but adjoins an area where higher levels of deprivation are apparent. Trowbridge is subject to further areas of more deprivation, therefore while directing development towards this location could have some benefits, it is unlikely that the site would result in maximising opportunities to direct affordable homes and jobs towards the most deprived areas. The site could deliver up to 187 homes and could lead to new affordable house types and tenures. There would be benefits for the Trowbridge area through housing provision, short-term construction jobs and a larger workforce for local businesses.
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	The site adjoins Trowbridge town centre and benefits from access to services, facilities and public transport connections in the area. The River Biss presents an opportunity for onsite amenity greenspace. Housing development at this site would generate an approximate need for 24 early years places, 58 primary school places and 41 secondary school places. Early years places could be supported through the expansion of existing local provision, primary places could be provided through the expansion existing schools or through the creation of additional places at the new school on Ashton Park. Financial contributions would be required to supply new secondary school places offsite. To increase capacity in existing or new facilities financial contributions would be required. Roundstone Surgery and Trowbridge Health Centre are both within 1km of the site. Trowbridge is subject to the largest negative capacity gap in Wiltshire, which is forecast to increase by 2026. The CCG are considering relocating services from Trowbridge hospital to a new facility. Plans for an integrated Care Centre with primary care space are apparent and the hospital birthing unit has been due to be replaced but plans for new antenatal and postnatal services are uncertain. There is a possibility that the position of a site at this town will adversely affect the delivery of health services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.
3. Promote/create public spaces and community facilities that support public health, civic, cultural,	The site is reasonably sized and presents an opportunity to consider a mix of uses in the centre of Trowbridge. The location of the river suggests opportunities to consider public open space. Where the incorporation of new facilities on this site is not possible, contributions should be made towards existing community facilities in the area. Local facilities, such as the library and Castle Place Leisure Centre, could benefit significantly from new users through residential and employment uses on this site.  Public right of way TROW73 crosses the site and opportunities to enhance this to increase connectivity to the town centres and train station should be taken.

recreational and community functions?	
4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	The site is bounded by the existing Trowbridge community. Any new facilities, homes and sustainable transport connections in this area would serve Trowbridge predominately. The site would make almost no contribution to the reduction of rural social isolation.
<b>Assessment outcome (on balance): Moderate (significant) positive effect</b>	
<p><b>Summary of SA Objective 10</b></p> <ul style="list-style-type: none"> <li>• Development at this site could have benefits in reducing deprivation, but very few benefits in reducing rural isolation.</li> <li>• The site is likely to be able to provide affordable homes as part of housing development.</li> <li>• The site has extremely good access to Trowbridge town centre, but opportunities to enhance sustainable transport links should be taken.</li> <li>• Early years, primary and secondary schooling provision will require financial contributions into expanding or creating offsite facilities.</li> <li>• The site has good access to health provision, but financial contributions should be sought to avoid worsening capacity issues within existing health services as part of any future development for housing at this site.</li> <li>• The site could help support local services and facilities but would be unlikely to support onsite provision.</li> <li>• Overall, a moderate significant positive effect is likely.</li> </ul>	
<p><b>SA objective 11 - Reduce the need to travel and promote more sustainable transport choices</b>  <b>Decision-Aiding Questions. Will the development site...</b></p>	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	<p>The site is located in a highly sustainable location, with all necessary infrastructure and service demands within the preferred maximum walking distance, however the capability of local infrastructure to accommodate additional all mode movements draw concern which should be addressed directly by any scheme brought forward.</p> <p>The first aim of the development should be to determine the employment generation from the residential element of the site and seek to generate an equivalent number of diverse jobs within the employment element of the scheme. The second aim of the development should seek to maximise connectivity with the town centre and other employment centres in a sustainable way and thereafter accommodate any local highway capacity concerns by mode.</p> <p><b>Local Constraints</b>  The local highway network does not present sufficient resilience to accommodate a material level of development in the locality. This lack of resilience is presented in the narrowness of footway provision between two key destinations (being the Town Centre and Railway Station), the limited availability of bus passenger waiting areas and the insufficiency of vehicular capacity as a result of a multitude of junctions and pedestrian crossings and their resultant interactions.</p> <p><b>Service Vehicles:</b> The site is positioned close to the town centre and existing employment sites, and additional service vehicle attractions associated with the site are considered unlikely to represent a material constraint.</p> <p>With regards to on-site provision, the mix of employment and commercial units can present conflicts and the allocation of employment units needs to be directly considered against the potential servicing implications and impacts upon adjacent resident development. Such consideration will include direct servicing provision, impact upon commercial and residential parking, the design of streets and the potential need to apply Traffic Regulation Orders to control local on-street parking within the development.</p>

<p>2. Provide suitable access and not significantly exacerbate issues of local transport capacity?</p>	<p>The site has been the subject of a planning submission through which the traffic capacity impacts of the development were initially considered. The submitted assessment considered the local network along Stallard Street, with the existing mini roundabout serving Bythesea Road, access to the Railway Station and local controlled crossings. This assessment was carried out in Junctions software, which does not consider driver interaction between the various interventions and therefore does not present a true reflection of the network operation. The assessment also did not include the interaction with the Shires Access Roundabout on Bythesea Road, which presents a westbound ingress priority, which results in traffic queuing back across the Bythesea Road pedestrian crossing and to the mini roundabout on Stallard Street. In order to fully assess the site, a microsim model assessment will be required to determine development impact at the existing access arrangement, Holy Trinity Gyratory to the south, the Shires access roundabout and all junctions and pedestrian crossings within this area.</p> <p>Notwithstanding the assessment requirements stated above, having also considered the traffic capacity analysis submitted with the planning submission, it is clear that a number of lane entries at various junctions exceed typical threshold capacities in the baseline assessment, i.e., before the application of development. It is therefore established that the local highway network experiences difficulties even before the impact of development is applied. This is further evidenced by a further key assessment scale being the Level of Service (LOS), which typically an LOS of A, B or C, would be deemed acceptable and an LOS of D or lower would represent a congested network and one that could not accommodate the flexible demands of growth or daily traffic fluctuations. With consideration of the LOS results, Bythesea Road/Stallard Street roundabout and the Station Access, present an LOS of F for the 2018 baseline for both peaks, the 2024 baseline for both peaks and the 2024 with development scenario. In conclusion, the planning submission quite clearly illustrates that the current highway network in its existing form cannot accommodate any additional vehicular traffic demands and mitigation will be required for this development to be progressed for allocation in the Local Plan.</p> <p>In order to address the local network issues, the localised network should be rationalised to ensure that the necessary pedestrian crossing points and roundabout and priority junction system coordinate to filter traffic through in platoons. This can be achieved by delivering vehicular access to the railway station through the development site, closing off the current railway access to vehicular traffic and consolidating the pedestrian crossing points into a single traffic light-controlled junction. Whilst we recognise that Network Rail will take a particular interest in this solution, it is clear from the planning submission that the existing access to the station is not fit for purpose and cannot continue to accommodate the railway station in the long term.</p> <p><b>Site Specific Mitigation</b>  The site should provide direct walking, cycling and motorised vehicle access to the northern side of the station, hereby facilitating the closure of the existing access to the south of the railway line. The closure of this access would allow for the Bythesea Road/Stallard Street roundabout to be removed and replaced with a signalised junction that would consolidate the pedestrian crossings and vehicular movements.  Access to the station should also be served by new lift access to the railway line bridge, in order to facilitate disabled access to both platforms from within the station. The site should also provide enhancements to Stallard Street to increase the standard and size of bus stops and waiting areas and pedestrian infrastructure, wherever possible this should tie in with the Council's Future High Streets fund scheme.</p> <p><b>Necessary Strategic Mitigation</b>  The site should contribute to the Trowbridge Transport Strategy, although delivery of the above mitigation may offset this demand, given its wider community benefits.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p><b>Pedestrian/Cycle:</b>  Stallard Street accommodates 2m footways and whilst this would represent typically acceptable provision in most locations, it should be acknowledged that Stallard Street is the principal thoroughfare between the station and the town centre. In this regard, the pedestrian infrastructure would normally need to be much wider to accommodate the existing pedestrian densities, irrespective of the delivery of local development whose principal mode of transport may be walking. Although this could be tested through the application of a 'Freuin' pedestrian density calculation or following the guidance in TfL's Pedestrian Comfort Guidance, it is recognised that the development site represents a significant opportunity to re-route pedestrian flows onto new infrastructure within the site for access to the station. Notwithstanding this, this does alleviate further demands for enhancement to the active travel and urban realm of Stallard Street and linking routes.</p>

Further to above, it is acknowledged that the pedestrian infrastructure along Stallard Street may be enhanced close to the existing site access, however it will remain very constrained as it passes the retained dwellings of 5-9 Stallard Street. In this regard, the wayfinding to the station should be dual accommodated by the development site and Stallard Street, with the priority route accommodated to the rear of the retained\* properties through the development; \*the retained properties are subject to conservation listing and recent planning approvals.

To achieve connectivity to the station, any prospective applicant will be advised to directly engage with Network Rail. It should be made clear that failure to connect to the railway station from within the site, and allowing wider thoroughfare, would result in the need to massively increase active travel infrastructure along Stallard Street, which would further exacerbate existing capacity constraints in the localise area which may be easily addressed via Station access through the site.

Beyond Stallard Street site access to the town centre is also compromised, with narrow footways and very wide carriageways, resulting in an inhospitable environment for active travel. To address this, the access scheme design should include footway and cycleway enhancements leading to the Town Centre. These enhancements may be accommodated by a reduction in the existing carriageway to achieve wider footways and delivery of cycle infrastructure.

Further to above, Wiltshire Council have been successful in securing Future High Streets Funds for projects in Trowbridge Town Centre. One of these projects may seek to improve pedestrian connectivity, with plans being developed for consultation this year (2022). With this in mind, any scheme delivery would need to tie into the Wiltshire Council proposals, or an appropriate financial mechanism secured to ensure the proposals can be extended to the site boundary. It will however be important that a scheme design is developed, to ensure deliverability, and this should also include a redesign of the existing site access, which is overly wide and presents a hazard to pedestrian use; the severance and demand for crossing of Stallard Street should also be addressed.

Further to access to the town centre, any development of this site should consider maximising the use of the existing public rights of way network and connections to the wider area including connectivity to National Cycle Network 4 (spur) alongside the railway line and under the tracks to Innox Mills Close.

Within the site, it will be considered inappropriate for cyclists using these routes to be accommodated within the proposed carriageways, as a 'quiet road network', given the potential attractiveness of the routes and discrepancies between existing and aspirations infrastructure provisions beyond the site. Such provisions within the site will need to meet the specification requirements for segregated routes as incorporated into Local Transport Note 1/20 (LTN 1/20)

**Bus:**

The locality is well served by bus service provision, with routes serving Melksham, Chippenham, Swindon, Westbury and Bath and intervening and ongoing destinations. Localities in the north-western areas of Trowbridge, such as Canal Road Industrial Estate, are less well served, however the proximity of these areas allow them to be well connected by Cycle Infrastructure, the accessibility and sufficiency of which should be assessed.

With specific regard to localised bus infrastructure, it is clear that Stallard Street has an overly wide carriageway which does not afford for adequate bus shelter and waiting areas, despite existing provision. The local stops may provide an excellent public transport interchange between bus and rail provision however their design, location and passenger capacity cannot accommodate the maximisation of rail to bus (and vice versa) connectivity. Whilst the stops will directly serve the proposed development and should be enhanced accordingly, the linkage between wider bus and rail trips enable a wider community modal shift, which may free up vehicular capacity on the network that would be necessary to accommodate the development. In this regard, the linkage between bus and rail service provisions is directly related to development and should be addressed accordingly.

**Rail:**

The proximity of the development site to Trowbridge Railway Station presents a significant opportunity for the development site and wider Trowbridge commuting patterns. Existing access to the station can be achieved from Stallard Street, with car parking provision provided in two sites accessed separately from north and south of the railway line. Connection between the platforms, of which there are two, is provided by a stepped bridge which precludes disability access between platforms within the station; it is possible to utilise the existing street network for level access between platforms, although this represents a 350m detour. In order to maximise connectivity with the railway



	<p>network between platforms and thus directions, the development should work with Network Rail to seek to address the disconnect between platforms and provide elevator access on both sides of the tracks.</p> <p>Further to the connectivity between platforms, as discussed above, the development presents a n opportunity to provide improved all mode access to the Station through the development site. The achievement of this access and re-routing from the Town Centre through the development site would allow the station and rail travel to become more attractive, with direct connections to the town centre, and thus offset any additional vehicle generation from the development.</p> <p>Access to the station by pedestrians is considered above and car access is considered below. In the event that multi modal access to the station is achieved, then any access route should be designed to accommodate service replacement coaches. This is not deemed to represent a significant departure from current residential/employment street design standards, given the need to accommodate refuse trucks.</p>
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**Assessment outcome (on balance): Minor adverse effect**

**Summary of SA Objective 11**

- The site is located in a highly sustainable location
- The site is positioned close to the town centre and existing employment sites, and additional service vehicle attractions associated with the site are considered unlikely to represent a material constraint

**Pedestrian/Cycle:**

- Stallard Street accommodates 2m footways and whilst this would represent typically acceptable provision in most locations, it should be acknowledged that Stallard Street is the principal thoroughfare between the station and the town centre.

**Bus:**

- The locality is well served by bus service provision, with routes serving Melksham, Chippenham, Swindon, Westbury and Bath and intervening and ongoing destinations.

**Rail:**

- The proximity of the development site to Trowbridge Railway Station presents a significant opportunity for the development site and wider Trowbridge commuting patterns.

**Site Specific Mitigation**

The site should provide direct walking, cycling and motorised vehicle access to the northern side of the station, hereby facilitating the closure of the existing access to the south of the railway line. The closure of this access would allow for the Bythesea Road/Stallard Street roundabout to be removed and replaced with a signalised junction that would consolidate the pedestrian crossings and vehicular movements.

Access to the station should also be served by new lift access to the railway line bridge, in order to facilitate disabled access to both platforms from within the station.

The site should also provide enhancements to Stallard Street to increase the standard and size of bus stops and waiting areas and pedestrian infrastructure, wherever possible this should tie in with the Council's Future High Streets fund scheme.

**Necessary Strategic Mitigation**

The site should contribute to the Trowbridge Transport Strategy, although delivery of the above mitigation may offset this demand, given its wider community benefits.

Overall, the assessment concludes that likely effects against this objective will be minor adverse.

**SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth**  
**Decision-Aiding Questions. Will the development site...**

1. Support the vitality and viability of town centres (proximity to	The site adjoins the town centre and Trowbridge Train Station. The site is within a built-up area and is in close proximity to Bradford Road Principal Employment Area and Bryer Ash Business Park. The site would therefore be able to make an excellent contribution towards supporting the regeneration of the town centre, town centre vitality and associated facilities.
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town centres, built up areas, station hub)?	
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	The site is not vast, but it is of a good size considering its location in the built-up area of Trowbridge. It would be likely to support an element of mixed-use development, including employment. Access to the railway line suggests this site may be attractive for higher skilled employment and could help to provide different types of employment land to meet a range of needs. Nonetheless, the vacant site benefits from an excellent relationship with existing employment land and the town centre and could also support a diverse range of employment needs through new residents in this location.
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	<p>The site benefits from excellent access to the train line and existing transport network. Development could help improve connectivity around the site and to the train station. New employment uses at this site could support enhanced rail services or increased frequencies.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
4. Promote a balance between residential and employment development to help reduce travel to work distances?	The site is within a built-up area, close to existing commercial uses. A residential, employment or mixed-use development at this site could be complementary to Trowbridge town centre, significantly reducing the needs to travel to work by supporting new employment or employment land in this location.

**Assessment outcome (on balance): Major (significant) positive effect**

**Summary of SA Objective 12**

- There is an excellent level of existing accessibility to the town centre and railway station and the site could help to support local facilities.
- The site benefits from excellent access to the existing transport network and an excellent relationship with the town centre, where the railway station is located.
- A reasonably sized site that has good potential to meet or support a range of employment needs as a result.
- Benefits from a situation within a built-up area.
- Overall, a major significant positive effect is likely.