

Calne Without Parish Council
8th February 2021
Agenda Item

Wiltshire Local Plan Consultation

1 Introduction

Wiltshire Council are currently consulting on the Wiltshire Local Plan which will set the framework for development in the County until 2036. Calne is part of the Chippenham Housing Area and the current proposals suggest a development level of 360 additional houses and 4 hectares of employment land, although the plan does suggest that there is scope for a much larger amount of development if the community wished to see it happen to provide an eastern bypass for the town.

The plan also sets out housing development for rural areas including large villages and suggests that Derry Hill and Studley should accommodate about 80 new dwellings. The Plan covers sustainability and climate change and identifies a number of potential development sites. All aspects of the plan are available for comment, the consultation period ends on the 9th March 2021.

Please follow these links to the various documents.

[Emerging Spatial Strategy](#)

[Empowering Rural Communities](#)

[Planning for Calne](#)

[Site selection for Calne](#)

[Planning for Chippenham](#)

[Site Selection for Chippenham](#)

[Addressing Climate Change and biodiversity net gain](#)

2 Consultation

Wiltshire Council are seeking response to a number of questions, each topic has an electronic response form. The Council is aware that not everyone has access to the online consultation and has encouraged anyone needing to do so to contact them by phone.

Wiltshire Council are asking for comments on specific question relating to each part of the overall Strategy.

3 Consultation Questions

3.1 Emerging Spatial Strategy - Question

			Overall Housing Requirement (Dwellings)		Overall Employment Requirement (Hectares)
	Wiltshire Core Strategy 2006-2026	Brownfield target 2021-2031	Emerging Strategy 2016-2036	Residual at 1 April 2019	
Calne	1440	60	1610	360	4
Chippenham	4510	240	9225	5100	5
Corsham	1220	160	815	120	0
Devizes	2010	150	1330	330	0
Malmesbury	885	70	665	95	0
Melksham	2240	130	3950	2585	0
Rest of HMA	1992		2805	1270	0
Total	14297		20400	9860	9
Amesbury	2440	110	1635	350	0
Salisbury	6060	410	5240	940	5
Wilton		-	400	0	0
Tidworth/Ludgershall	1750	40	1555	165	5
Rest of HMA	2090		2140	1200	0
Total	12340		10970	2655	10
Marlborough	680	160	680	245	0
Royal Wootton Bassett	1070	70	1255	990	6
West of Swindon	900	-	435	0	0
Rest of HMA	1225	-	1080	195	0
Total	3875		3450	1430	6
Bradford on Avon	595	70	350	80	0
Trowbridge	6810	370	5830	1805	0
Warminster	1920	130	2050	60	0
Westbury	1500	90	1820	710	1
Rest of HMA	665		950	550	0
Total	11490		11000	3,205	1

1. Any comments regarding the overall spatial strategy?

3.2 Empowering Rural Communities - Questions

1. Do you agree there should be a target of 40% affordable homes on all new schemes of more than five dwellings? What other approaches might there be?
2. Do you agree with the approach set out in the suggested policy? If not, why not? How could it be improved?
3. Do you think this approach is worth pursuing?
4. What local evidence would be needed to justify applying restrictions like these?

5. What do you think to the housing requirements for Local Service Centres and Large Villages? Should requirements be higher or lower? If so which ones and why?

3.3 Addressing Climate Change and Biodiversity Net Gain through the Local Plan - Questions

- 4 Land-use policies need to be evidence based, realistic, viable and achievable. Is it reasonable to assume that the Local Plan can deliver outcomes that significantly reverse existing carbon emission trends before 2030?
- 5 What practical and achievable steps should the Local Plan take to significantly reduce carbon emissions by 2030?
- 6 How should these actions be delivered and measured?
- 7 If we are to successfully tackle flood risk and promote sustainable water management, would the measures set out above go far enough?
- 8 If we are to successfully plan for a net zero carbon future through sustainable design and
- 9 construction, would the measures set out above go far enough?
- 10 Please explain your answer
- 11 Is the move to a position where all new development is rated as zero carbon achievable
- 12 from the date the Local Plan is adopted (i.e. from 2023)? How might this be achievable
- 13 and if not, why not?
- 14 Consultation Question B5:
- 15 Would a move to support the delivery of zero carbon new development materially affect
- 16 scheme viability?
- 17 In terms of performance standards for new buildings, what method(s) should the Council
- 18 aim to implement?
- 19 For example, should we rely on current Building Regulations, or the Government's proposed 'New Homes Standards' (or any successor scheme, such as that promoted

- through the Planning White Paper) to achieve an uplift in the performance of new buildings?
- 20 How should the Council support the retrofitting and modernisation of existing buildings to
 - 21 achieve higher performance and reduce carbon emissions?
 - 22 If we are to make headway in terms of decarbonising energy production, consumption and
 - 23 emissions, would the measures outlined above go far enough? If not, what are we missing
 - 24 and how would additional measures be delivered?
 - 25 Should the Council set out policies that favour particular technologies, or should it encourage all technologies to provide green energy in Wiltshire?
 - 26 Should the Local Plan set targets for the production and use of renewable energy? If so, what might they be and how would they be measured?
 - 27 What steps should be taken to retrofit existing buildings with ultra-low or zero carbon forms of energy production? In particular, how could such technology be incorporated into buildings within sensitive locations such as Conservation Areas and/or Listed Buildings?
 - 28 What practical policy steps should the Local Plan take to significantly increase modal shift to public and active transport, and speed up the transition to greener fuelled vehicles?
 - 29 The electricity grid system may not be able to cope with a rapid take-up of electric vehicles and the charging infrastructure needed to power them? What measures should the Council explore with Distribution Network Operators/Distribution Service Operators to resolve this?
 - 30 If all new development is to be future proof promote zero carbon living in energy production and consumption terms, what impact would this have on the design and viability of schemes?

30.1 Market Town – Calne - Questions

- 31 What do you think to the scale of growth? Should there be a brownfield target? Should it be higher or lower?
- 32 Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?
- 33 Is this the right pool of potential development sites?
- 34 What land do you think is the most appropriate upon which to build?
- 35 Are there important social, economic or environmental factors you think we've missed that need to be considered generally or in respect of individual sites?
- 36 Are there any issues or infrastructure requirements that should be identified?

Middle Ward Councillors have already considered the sites shown as available for development off Stockley Lane and have circulated Councillors with their reasons for these sites to be discounted. The details are appended to this report.

Recommendation: That the Council considers its first thoughts and allocates different parts of the Plan to Councillors with an interest in that area to prepare a draft answer to be considered at the March meeting.

Appendix 1

Wiltshire Council Local Plan Site Selection Report for Calne SHEELA Reference 700 Land at Stockley Lane

All Middle Ward Councillors – Cllrs Baker, Satchell and Songhurst object to this on the following grounds:-

1. Building on Greenfield agricultural land.
2. Loss of hedges and natural pond on site.
3. Lack of infrastructure – Kingsbury Green Academy at capacity.
4. Doctors and dentists currently struggling to accommodate patients.
5. Traffic on Stockley Lane already causing problems. No adequate viable exit to large towns for employment, shopping and entertainment so traffic will go through Blacklands, Stockley and Broads Green.
6. Increases in population will, inevitably, require additional sports facilities.
7. Risk of flooding.
8. Air pollution with the introduction of houses with an average of 2/3 vehicles per household.
9. The AQMA at the White Hart roundabout will be exacerbated by further increases in traffic.
10. No local employment prospects.
11. Further encroachment into the countryside.
12. The AONB is only 330m to the South and any development will be extremely visible.
13. Stockley Lane is a narrow country lane not suited to increased volumes of traffic.