

**West of Swindon Study Update**  
(To be read in conjunction with the Swindon Small Scale Urban Extensions Study)

**February 2009**

**CONSULTATION DRAFT**

A Joint Study carried out by:  
Wiltshire Council<sup>1</sup>  
Swindon Borough Council

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<sup>1</sup> The Wiltshire Districts and Wiltshire County Council will become a unitary council – The Wiltshire Council - on the 1<sup>st</sup> April 2009. The Officers of the Districts and County in Wiltshire are now producing work for the Wiltshire Council and previous work undertaken by the separate Councils is now considered to be the work of Wiltshire Council.



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## Glossary of Terms

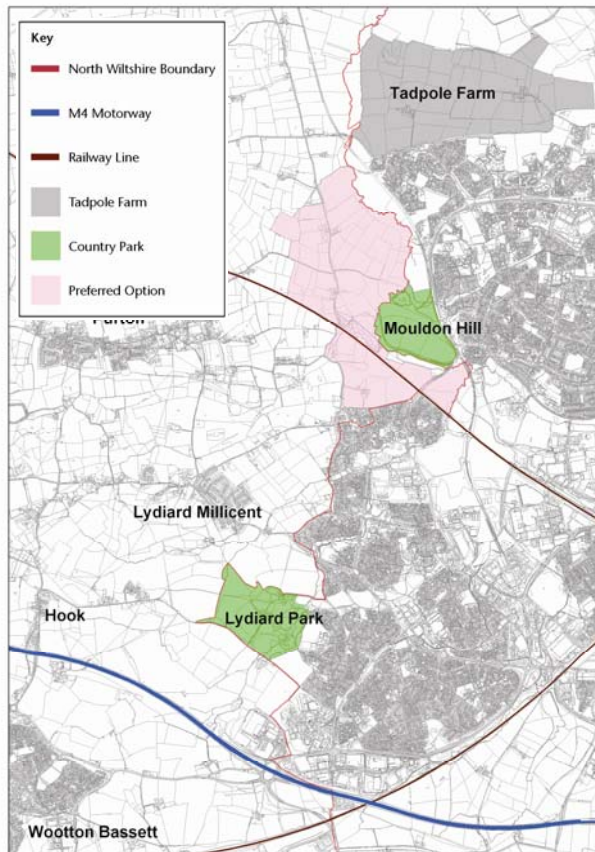
Term	Definition
Call for Sites Exercise	A request to stakeholders for information on potential sites for development.
Core Strategy	The DPD that sets out the overarching spatial planning policies for an area. This can include information on strategic site allocations.
Development Plan Document (DPD)	Documents within the LDF that are statutory planning policy. This includes the Core Strategy.
Local Development Document (LDD)	Any document within the LDF.
Local Development Framework (LDF)	The overall folder of LDDs. Together the LDDs provide the Local Planning Authority's land use and spatial planning policies.
Multi Criteria Analysis (MCA)	An assessment framework using a variety of criteria and scoring mechanisms to analyse and compare something (in this case parcels of land).
Principal Urban Area (PUA)	Key urban areas in the region as defined in Regional Planning Guidance 10. This term has been replaced with the term SSCT in the emerging RSS.
Regional Spatial Strategy for the South West 2006-2026 (RSS)	Regional level statutory planning policy. The LDF must be in general conformity with RSS. The RSS for the South West 2006-2026 is in late stages of preparation and should be published later in 2009.
Section 106 Contributions	Legal agreements under Section 106 of the 1990 Town and Country Planning Act. They ensure certain extra works associated with development are undertaken.
Strategic Housing Land Availability Assessment (SHLAA)	A component of the LDF evidence base to assess housing potential in an area.
Strategically Significant City and Town (SSCT)	Cities and towns that have been identified in the RSS as playing a critical role either regionally or sub-regionally.
Sustainability Appraisal (SA)	An assessment of plans and policies against sustainability criteria.

Swindon Small Scale Urban Extension Study (SSSUES)	A technical study assessing the urban edge of Swindon for development potential. This includes considering the most sustainable locations for 1000 dwellings within North Wiltshire administrative area. It was published in January 2008. This study update builds on the findings of the SSSUES.
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## 1.0 Executive Summary

- 1.1 This study update assesses the area west of Swindon, within the North Wiltshire administrative area, for the most sustainable location for the potential development of 3000 dwellings as an urban extension, or urban extensions, to Swindon.
- 1.2 The figure of 3000 dwellings to be located in North Wiltshire west of Swindon is the latest figure recommended through the Regional Spatial Strategy (RSS) for the South West 2006-2026, which is currently in the late stages of preparation. This technical study update is not considering alternative numbers for the area but assessing the area to ensure that there is evidence available on the most appropriate location for the 3000 dwellings should they be confirmed through publication in the final RSS.
- 1.3 The study update builds on an assessment already carried out and published in the Swindon Small Scale Urban Extension Study (SSSUES) which assesses the area, plus the full periphery of Swindon, for lower development scenarios. This update should be read in conjunction with the SSSUES.
- 1.4 This study has considered a number of options for the full 3000 dwellings. It recommends that the most sustainable option to accommodate 3000 dwellings is on a strategic site comprising land at Ridgeway Farm, Moredon Bridge and Pry Farm to the north west of Swindon. This is shown on the map below:

**Map 1: Preferred Option, 3000 Dwellings on Land at Ridgeway Farm, Moredon Bridge and Pry Farm.**



- 1.5 The results of this technical study update, further future technical work and the response to the public consultation on this study update will feed into the Wiltshire Core Strategy where strategic sites will be allocated for housing and employment uses. The evidence will also be used to inform the Swindon Core Strategy and enable infrastructure planning to be carried out for Swindon as a whole.



## 2.0 Background

### Purpose of the Study Update

- 2.1 This study update assesses the most sustainable and appropriate location for the potential development of 3000 dwellings as an urban extension, or urban extensions, to the west of Swindon, but within the North Wiltshire District Council administrative boundary<sup>2</sup>. It builds on the previous assessment carried out for the area in the Swindon Small Scale Urban Extension Study<sup>3</sup> (SSSUES) which assesses the most sustainable and appropriate location for the potential development of 1000 dwellings in North Wiltshire District Council administrative area and 2000 dwellings within the Swindon Borough Council administrative area, west of Swindon, in line with the level of growth set out in the submission draft RSS for the South West<sup>4</sup>. **It is therefore important to note that this technical study is an update to the Swindon Small Scale Urban Extension Study and should be read in conjunction with that study.**
- 2.2 The strategic policy guidance for development west of Swindon has changed a number of times in the last few years as the new Regional Spatial Strategy (RSS) for the South West 2006-2026 has developed. These changes are set out in the policy context section below. It is this strategic level policy that will set out the housing numbers to be allocated west of Swindon and local level policy must be in line with the published regional figures. The figure of 3000 dwellings in North Wiltshire is the latest figure that is being recommended through the RSS process. Whilst this figure is not yet published at the strategic level<sup>5</sup> it is prudent to begin to assess the area for this figure to enable policy to be progressed at the local level once the strategic level policy is published. **It is not the role of this technical study to consider alternative housing numbers.**
- 2.3 This study, the outcomes of the consultation and further future technical work will feed into the Wiltshire Core Strategy, where strategic sites will be allocated. The evidence will also be used to inform the Swindon Core Strategy and enable infrastructure planning to be carried out for Swindon as a whole.

### Policy Context

*Wiltshire and Swindon Structure Plan to 2016 (adopted April 2006) and the West of Swindon Study<sup>6</sup>*

- 2.4 The Wiltshire and Swindon Structure Plan to 2016<sup>7</sup> made provision for 1000 dwellings to be located west of Swindon and required a joint study to be carried out to ascertain the most appropriate locations for these dwellings. This policy (policy DP10B) states:

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<sup>2</sup> This will be replaced by the Wiltshire Council administrative boundary when the unitary council comes into being on the 1<sup>st</sup> April 2009.

<sup>3</sup> Swindon Borough Council (January 2008) Swindon Small Scale Urban Extension Study. This also covers land in the Swindon Borough Council administrative area.

<sup>4</sup> The differences in numbers reflect the changing strategic policy context as explained in the policy context section in paragraphs 2.4-2.10.

<sup>5</sup> The RSS is due to be published later in 2009.

<sup>6</sup> The West of Swindon Study was not published but superseded by the SSSUES.

*“At the western side of the Principal Urban Area provision will be made for 1,000 dwellings to be identified in Local Development Documents following a joint study by the Local Planning Authorities. Policies in these Local Development Documents will ensure:*

- A) *The provision of public transport links from the first phase of any new development;*
- B) *The protection of nature conservation interests; and,*
- C) *Protection of the strategic landscape” (p52).*

2.5 The study area covered both North Wiltshire and Swindon administrative areas. North Wiltshire District Council and Swindon Borough Council therefore embarked on a joint study. This was superseded by the Swindon Small Scale Urban Extension Study (SSSUES) as discussed below.

*The Draft RSS for the South West (published June 2006) and Swindon Small Scale Urban Extensions Study (SSSUES) (published January 2008)*

2.6 The draft RSS for the South West <sup>8</sup> then allocated a further 2000 dwellings as small scale urban extensions to Swindon and 1000 dwellings west of Swindon specifically within the North Wiltshire administrative boundary. The RSS for the first time specifically identified that development must be provided in North Wiltshire, distributing 1,000 dwellings in Wiltshire and 2,000 dwellings in Swindon Borough. The policy (policy SR8) states (reference to allocation west of Swindon within North Wiltshire is highlighted in bold):

*“Provision should be made for an average of about 1,750 dwellings per annum within and adjoining Swindon’s urban area over the plan period, distributed as follows:*

- *An average of about 950 dwellings per annum within the Swindon urban area*
- *About 12,000 dwellings, as a strategic urban extension to Swindon within Swindon Borough (Area of Search G)*
- *An average of about 100 dwellings per annum at smaller scale urban extensions within Swindon Borough*
- *An average of about 50 dwellings per annum in the remainder of Swindon Borough*
- ***An average of about 50 dwellings per annum adjacent to the Swindon area in North Wiltshire District” (p64).***

2.7 The initial joint study was therefore superseded by the SSSUES which looked at the full periphery of Swindon town. The information gathered for the initial joint study fed into the SSSUES. This study concluded that the most sustainable option for development west of Swindon, based on the draft RSS figures, was that 2000 dwellings should be located within the Swindon Borough Council administrative area at Tadpole Farm and Kingsdown Lane, and that 1000 dwellings should be located west of Swindon in the North Wiltshire District Council administrative area at land at Moredon Bridge and Ridgeway Farm.

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<sup>7</sup> Policy DP10B.

<sup>8</sup> Policy SR8.

*Draft RSS for the South West Panel Report (published December 2007) and Draft RSS for the South West Proposed Changes (published July 2008)*

- 2.8 The Panel Report into the draft RSS for the region<sup>9</sup> has now recommended that a further 2000 dwellings are allocated west of Swindon but within the North Wiltshire District Council administrative area. This amounts to a total of 3000 dwellings west of Swindon specifically in the North Wiltshire administrative area<sup>10</sup>. The Proposed Changes to the draft Regional Spatial Strategy for the region<sup>11</sup> have now also been published and agree with this recommendation. The Proposed Changes policy (policy HMA2) states (reference to the allocation west of Swindon within North Wiltshire is highlighted in bold):
- *“Provision for sustainable housing growth will comprise:*
  - *19,000 new homes in the existing urban area of Swindon (Swindon)*
  - *12,000 new homes at Area of Search 2A to the east of Swindon (Swindon)*
  - *2,000 new homes at Area of Search 2B at Swindon (Swindon)*
  - ***3000 new homes at Area of Search 2c the west of Swindon (North Wiltshire)**” (p79).*
- 2.9 Whilst the final RSS will not be published until later in 2009 it is prudent for this study to assess the area for the most appropriate location for the full 3000 dwellings in order to ensure technical work is available once the RSS is published and ensure work on the Wiltshire Core Strategy is not delayed.
- 2.10 This study, the outcomes of the consultation and further future technical work will feed into the Wiltshire Core Strategy, where strategic sites will be allocated. The evidence will also be used to inform the Swindon Core Strategy and enable infrastructure planning to be carried out for Swindon as a whole. Although the sites are not within the administrative boundary of Swindon, the cumulative impact of the North Wiltshire sites in addition to proposed development at Tadpole Farm will have an impact on infrastructure provision in Swindon. In developing the Swindon Core Strategy it will be important to have an understanding of where development will go west of Swindon in North Wiltshire to enable infrastructure planning to progress.

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<sup>9</sup> The Panel Report on the draft Regional Spatial Strategy for the region was published in December 2007.

<sup>10</sup> Plus 2000 dwellings in small scale urban extensions elsewhere on the periphery of Swindon. Therefore the total number of small scale urban extensions for the periphery of Swindon in both administrative areas is 5000 dwellings.

<sup>11</sup> The Secretary of State’s Proposed Changes on the draft Regional Spatial Strategy for the region were published in July 2008.

## Geographical Scope

- 2.11 The study update looks at all areas on the periphery of the Swindon urban area located in the North Wiltshire administrative area. The Panel Report into the draft Regional Spatial Strategy for the region states that the 3000 dwellings should be:

“specifically located at Swindon so that they form part of the SSCT<sup>12</sup>” (p85).

It is therefore not necessary to consider any areas in North Wiltshire that are not adjoining the Swindon conurbation<sup>13</sup>.

- 2.12 This study update does not look at any sites within the Swindon Borough Council administrative area. Recommendations for the most suitable sites within Swindon for small scale urban extensions have been made in the SSSUES and have been included in the Swindon Core Strategy preferred options document. Other smaller sites in Swindon Borough Council administrative area that are in the west of Swindon area are being considered through the Swindon Strategic Housing Land Availability Assessment (SHLAA)<sup>14</sup>. This update therefore focuses solely on the sites within North Wiltshire.

## Sustainability Appraisal

- 2.13 A Sustainability Appraisal (SA) has been carried out for this study update. This can be found as an accompanying document. This has used the draft Wiltshire Core Strategy Sustainability Appraisal Framework.

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<sup>12</sup> Strategically Significant City and Town.

<sup>13</sup> **Appendix 7** lists sites that are located west of Swindon but did not fall within the parameters of this study update.

<sup>14</sup> See footnote 10.

### 3.0 Methodology

3.1 The overarching methodology for this study update is the same as the methodology for the SSSUES. It will therefore be a three stage sequential approach incorporating:

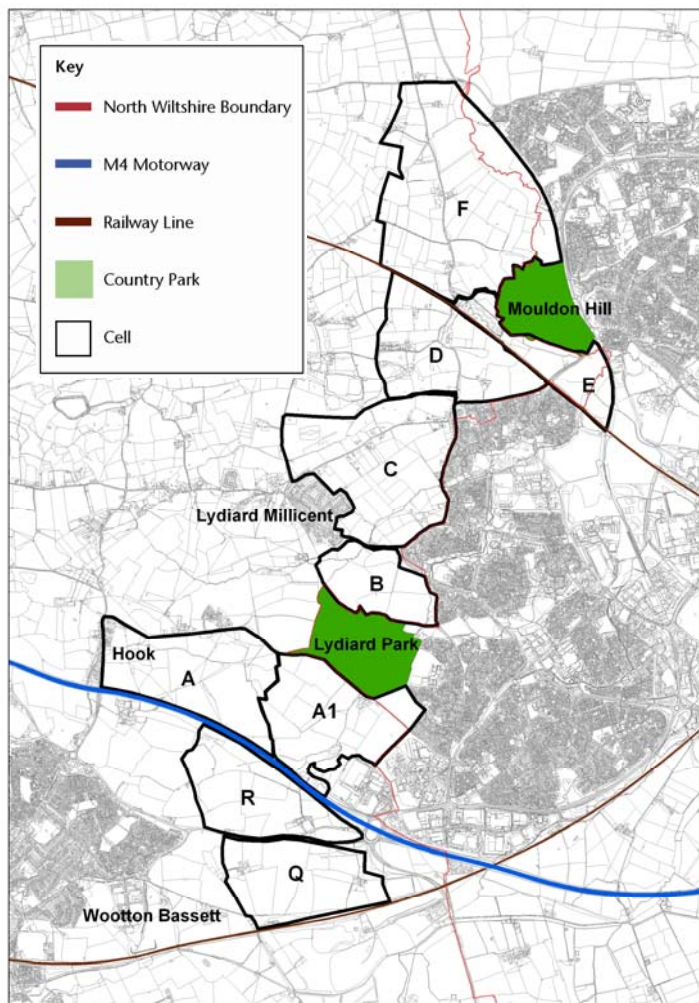
- Multi-criteria analysis (MCA) of the development cells.
- Detailed assessment of sites within these cells.
- Consideration of development options for the full 3000 dwellings.

#### Stage 1: Multi Criteria Analysis

##### Assessment Cells

3.2 The SSSUES divided the periphery of Swindon into a number of manageable development cells. These cells are defined to facilitate a more manageable method of assessing the constraints and development opportunities in the whole area and do not represent specific development envelopes. The cells are divided based on physical features such as field boundaries, transport corridors and topographical features. Map 2 below shows the boundaries of the assessment cells.

**Map 2: Map Showing Assessment Cells A-F and R-Q.**



- 3.3 The SSSUES identified 8 cells in North Wiltshire, cells A-F and R-Q. This update has identified one further cell (cell A1) to enable assessment of an area that covers a large site adjoining Swindon that was put forward as part of the Swindon Strategic Housing Land Availability Assessment. This site was partially covered by cell A but cell A1 has also been added to assess the full area.
- 3.4 It should be noted that these are cells constructed for testing purposes only and do not represent specific development proposals.

*Strategic Sieving Exercise*

- 3.5 A strategic sieving exercise was carried out to rule out any areas that should not be considered for development due to exclusionary criteria such as a national landscape designation. Therefore Lydiard Park, as a Country Park, (shown in green on Map 2) has been ruled out of any assessment.

*Development Scenarios*

- 3.6 The SSSUES tested the cells for a range of development scenarios of between 200 and 2000 dwellings. This is because the draft RSS is not specific about whether the numbers should be accommodated in one or a number of urban extensions. This update will not test these numbers again. **For the testing of the cells for accommodating up to 2000 dwellings reference should be made to the SSSUES.**
- 3.7 In light of the higher numbers now recommended for the area the technical multi-criteria analysis for this update will test the cells for 3000 dwellings.

*Multi Criteria Analysis Process*

- 3.8 The SSSUES tested each of the cells for 200-2000 dwellings against a number of criteria through a multi criteria analysis. This update uses the same multi criteria framework to assess each cell for 3000 dwellings. This enables a thorough picture of the constraints and opportunities in the whole area to be attained.
- 3.9 The criteria are grouped under the three themes of environment, accessibility and impact. The criteria have been given weightings to reflect sustainability priorities in the area. A full explanation of the multi criteria framework is given in **Appendix 1**.

*Environmental Considerations*

- 3.10 The environmental theme considers the following factors:
- Strategic and local landscape impact;
  - Biodiversity;
  - Agricultural land quality;
  - Historic environment, archaeology and conservation;
  - Flood risk;
  - Contaminated land;
  - Local air quality and noise pollution;
  - Amenity value;
  - Community forest;

- Mineral reserves.

#### *Accessibility Considerations*

3.11 Accessibility to the following facilities and services is considered. This covers:

- Swindon town centre proximity;
- Employment centre proximity;
- Local retail centre proximity;
- Bus service proximity, frequency and capacity;
- Primary school proximity and capacity;
- Secondary school proximity and capacity;
- Health facility proximity;
- District shopping centre proximity;
- Recreation and leisure facility proximity.

#### *Impact Considerations*

3.12 The impact on the existing built environment is considered. This covers:

- Urban congestion and transport issues;
- Potential coalescence of Swindon with other settlements.

3.13 The multi criteria analysis has been carried out using the raft of evidence that already exists. This has been collected for the Swindon Principal Urban Area work and work to inform the Swindon and North Wiltshire Core Strategies. For the SSSUES a further evidence gathering exercise was held through a consultation with key stakeholders and service providers. A summary of the stakeholder responses can be found in Appendix 6 of the SSSUES. The level of information and evidence collected was adequate to inform the update. This consultation will form part of ongoing engagement with stakeholders and the local community as the Core Strategy develops. Suggestions for further detailed study are identified in Section 6 of this update.

### **Stage 2: Detailed Site Assessment**

3.14 The cell analysis provides an overview of the opportunities and constraints in the area as a whole. In order to produce realistic options for development a more detailed and subjective site analysis has been carried out which builds on the findings of the multi criteria analysis.

#### *Call for Sites Exercise*

3.15 A 'call for sites' exercise was carried out as part of the SSSUES which enabled the identification of sites that are being promoted in the area. All sites that have been submitted within the North Wiltshire administrative area west of Swindon, that adjoin the Swindon urban area, are being assessed as part of this update.

3.16 Sites that do not adjoin the Swindon urban area have not been included within this technical study update.

*Wiltshire and Swindon Strategic Housing Land Availability Assessments (SHLAAs)*

- 3.17 Due to the timings of the SSSUES and this update the area west of Swindon located within Wiltshire has not been tested through either the Wiltshire or Swindon SHLAAs<sup>15</sup>. Instead the SSSUES and this update identify land for housing. Work will be carried out to ensure that the sites within this study update are subject to procedures that are compatible with SHLAA requirements where appropriate. This will include considering whether the sites are deliverable and developable<sup>16</sup> through the analysis of their suitability, availability and achievability. The detailed site analysis in this update considers site suitability and information on site availability where obtainable. Further work will be carried out following the consultation on this study update to assess in more detail the achievability and availability of the sites. This consultation provides the opportunity for stakeholders to comment and provide evidence on the achievability and availability of the sites.

*Site Yields and Density*

- 3.18 The approximate capacity of the sites has been worked out using a methodology adapted from the Wiltshire SHLAA. This is only intended to be indicative. Further information on this methodology can be found in **Appendix 2**.
- 3.19 The capacity has been assessed using an overall average density of 50 dwellings per hectare (dph). This is in line with the Proposed Changes to the draft RSS for the region, which recommends that urban extensions to SSCTs should be developed at an average of 50dph<sup>17</sup>.

**Stage 3: Options for Development**

- 3.20 The results of stages 1 and 2 will be combined to devise development options for the 3000 dwellings.

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<sup>15</sup> SHLAAs are required by Planning Policy Statement 3: Housing (2006) to identify land for housing and assess the deliverability and developability of sites. The initial work on the SSSUES predated the requirement to carry out a SHLAA.

<sup>16</sup> Paragraph 54 of PPS3 states that to be deliverable a site should be available now, suitable for development and achievable within five years. Paragraph 56 of PPS3 states that to be developable a site should be in a suitable location and available for development at a specific point in time.

<sup>17</sup> Policy H2.



## 4.0 Stage 1: Cell Analysis

- 4.1 Using the multi criteria analysis the SSSUES has analysed all cells for up to 2000 dwellings except for cell A1 which has been added for this update. The scorings and interpretation from the multi criteria analysis in the SSSUES have shown that, as a whole, only cell F is capable of accommodating greater than 2000 dwellings if all constraints are taken into account. It is therefore likely that a combination of cells will be needed to accommodate the full 3000 dwellings.
- 4.2 A full multi criteria analysis using the development scenario of 3000 dwellings has been carried out for all the cells to enable individual criteria to be considered separately if necessary. The technical multi criteria analysis of the cells for 3000 dwellings can be found in **Appendix 3**.
- 4.3 Table 1 below summarises for each cell the location, the multi criteria analysis score<sup>18</sup> for 3000 dwellings, and the key constraints and opportunities identified through the analysis. The map of the assessment cells can be found in Map 2 after paragraph 3.2. A more detailed summary of each cell can be found in **Appendix 4** and for detailed written analysis reference should be made to the SSSUES.
- 4.4 It should be noted that whilst the overall score gives some indication of the performance of the cell there may be individual criteria within the analysis that outweigh this. The MCA is a quantitative tool that provides a good baseline assessment from which to work, however more detailed qualitative analysis is required through the site analysis process to develop sustainable development scenarios.
- 4.5 Cell A1 has been added to the existing cells and has not previously been analysed. Therefore a full written analysis has been carried out. This can be found at **Appendix 5**.
- 4.6 Cell E cannot physically accommodate 3000 dwellings but its constraints and opportunities have been included in the summary below as development in the cell could form part of a wider urban extension.
- 4.7 Maps showing the natural and built environment constraints for the full study area can be found in Appendices 2 and 3 of the SSSUES.

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<sup>18</sup> A higher score indicates that there are fewer constraints. A lower score indicates that there are more constraints.

**Table 1: Summary of the multi-criteria analysis for 3000 dwellings in cells A-F and R-Q.**

Cell	Location	Score for 3000 dwellings	Key Constraints and Opportunities (please see Appendix 5 for a comprehensive list of opportunities and constraints for each cell).
<b>A</b>	Land between the M4 and Lydiard Park.	37	<ul style="list-style-type: none"> <li>• Medium quality landscape value.</li> <li>• Key setting for the entrance to Lydiard Park.</li> <li>• Important link to biodiversity value at Lydiard Park.</li> <li>• High amenity value.</li> <li>• Within 3km of Swindon central area and good accessibility to services and employment areas.</li> <li>• Directly adjacent to the M4 – noise and pollution issues.</li> <li>• Severe impact on J16 of the M4 and Blagrove roundabout.</li> <li>• The location could encourage commuting via the M4.</li> </ul>
<b>A1</b>	Adjoins cell A1 to the west.	28	<ul style="list-style-type: none"> <li>• Medium quality landscape value.</li> <li>• Important link to biodiversity value at Lydiard Park.</li> <li>• Adjacent to the M4 – noise and pollution issues.</li> <li>• More than 3km from the Swindon central area.</li> <li>• Severe impact on J16 of the M4 and Blagrove roundabout.</li> <li>• The location could encourage commuting via the M4.</li> <li>• Impact on Hook.</li> </ul>
<b>B</b>	Land north of Lydiard Park between Lydiard Millicent and the Eastleaze/Shaw area of Swindon.	28	<ul style="list-style-type: none"> <li>• High quality landscape value.</li> <li>• Key setting for Lydiard Park.</li> <li>• Key setting for Lydiard Church and Lydiard Mansion, which are both listed as grade 1.</li> <li>• Important link to biodiversity value at Lydiard Park.</li> <li>• High amenity value.</li> <li>• Within 3km of Swindon central area but no employment areas within walking or cycling distance.</li> <li>• Transport impact on Meads roundabout.</li> <li>• Impact on Lydiard Millicent.</li> </ul>
<b>C</b>	Land between Lydiard Millicent and Nine Elms/Rough moor.	31	<ul style="list-style-type: none"> <li>• High quality landscape value.</li> <li>• High amenity value.</li> <li>• Within 3km of Swindon central area and good accessibility to services and employment areas.</li> <li>• Transport impact on Meads roundabout.</li> <li>• Impact on Lydiard Millicent although potential for development to the north of the cell where impact could be mitigated.</li> </ul>
<b>D</b>	Land between Purton and	31	<ul style="list-style-type: none"> <li>• Very high quality landscape value.</li> <li>• High amenity value.</li> <li>• Adjacent to the Swindon to Gloucester railway</li> </ul>

	the Swindon to Gloucester railway line.		<p>line – noise and pollution issues.</p> <ul style="list-style-type: none"> <li>• Within 3km of Swindon central area and good accessibility to services and employment areas.</li> <li>• Impact on Woodhall, Meads Way and Withy Meads roundabouts.</li> <li>• Impact on Purton but this is limited if development is contained east of Purton Road.</li> </ul>
<b>E</b>	Land between the Swindon to Gloucester railway line and Mouldon Hill Country Park.	0 (the cell cannot physically contain 3000 dwellings. For scores for other scenarios see the SSSUES)	<ul style="list-style-type: none"> <li>• High quality landscape value.</li> <li>• Important green infrastructure link to Mouldon Hill Country Park.</li> <li>• Part of the Cricklade Country Way.</li> <li>• High quality amenity value.</li> <li>• Large area of flood risk around the River Ray Corridor.</li> <li>• Adjacent to the Swindon to Gloucester railway line – noise and pollution issues.</li> <li>• Within 3km of Swindon central area and good accessibility to services and employment areas.</li> <li>• Impact on junctions at Sparcells Drive and Common Platt roundabout.</li> <li>• Largely contained within the built form of Swindon.</li> </ul>
<b>F</b>	Land between the Swindon Northern Development Area and the B4553.	29	<ul style="list-style-type: none"> <li>• High landscape value.</li> <li>• Significant biodiversity features.</li> <li>• Part of the Cricklade Country Way.</li> <li>• Key flood risk area to the east.</li> <li>• High quality amenity value.</li> <li>• Over 3km to Swindon central area.</li> <li>• Poor accessibility to services and employment sites and isolated. However development over 2000 dwellings would create the critical mass to provide new services.</li> <li>• Impact on J10 of the Thamesdown Drive, and Meadsway, Woodhall and Hillmead roundabouts.</li> </ul>
<b>Q</b>	Land between the London to Bristol railway line and the A3102.	40	<ul style="list-style-type: none"> <li>• Medium quality landscape value.</li> <li>• Impact on the setting of the North Wessex Downs Area of Outstanding Beauty.</li> <li>• Adjacent to the M4 and the London to Bristol railway line – noise and pollution issues.</li> <li>• Over 3km from Swindon central area. Poor access to services in Swindon although there are services within Wootton Bassett.</li> <li>• Isolated from Swindon and inaccessible by foot or cycle due to the M4.</li> <li>• Impact on Blagrove roundabout and J16 of the M4.</li> <li>• Impact on Wootton Bassett.</li> </ul>
<b>R</b>	Land between the M4 and the	50	<ul style="list-style-type: none"> <li>• Medium to low quality landscape.</li> <li>• Adjacent to the M4 and the London to Bristol railway line – noise and pollution issues.</li> </ul>

	Swindon to Wootton Bassett road.		<ul style="list-style-type: none"> <li>• More than 3km from Swindon central area. Poor access to services within Swindon although there are services within Wootton Bassett.</li> <li>• Isolated from Swindon and inaccessible by foot or cycle due to the M4.</li> <li>• Impact on Blagrove roundabout and J16 of the M4.</li> <li>• Impact on Wootton Bassett.</li> </ul>
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4.8 There are a number of further considerations in relation to the analysis of the cells above. It can be seen that cells Q and R score comparatively well overall when tested for 3000 dwellings. However significant weight should be given to accessibility issues for these cells. Both cells are isolated and separated from the main urban form of Swindon by the M4. This is a barrier to integrating the urban extension with Swindon and significant infrastructure and transport solutions would be needed to overcome this. No sites have been promoted within these cells and therefore at this time no further consideration is given to these cells in Section 5.

4.9 Cell F scores poorly on the accessibility criteria. However if a critical mass could be accommodated in the cell it could provide its own services and would compare favourably to the other cells.

### General Issues

4.10 There are also a number of general issues that must also be taken into account. These are set out in detail in paragraphs 2.16-2.23 of the SSSUES. Issues specifically relevant to the area west of Swindon are summarised below. This consultation is providing the opportunity to build on this information.

#### *Strategic Road Network*

4.11 Improvements to junction 16 of the M4 to support development at the Southern Development Area will not result in any spare capacity to accommodate development near to this location. The strategic road network should not be used for short-term journeys and development next to nodes such as the M4 and A419 would preferably be avoided for this reason. The Highways Agency suggests that counteracting the attractiveness of car use would be best achieved at the locations where new infrastructure has recently been developed around the Northern Development Area to the north west of Swindon.

#### *Military Establishments*

4.12 The Ministry of Defence have identified that none of the sites in the study are within the statutory height safeguarding zones around RAF Fairford, RAF Lyneham and South Cerney Airfield.

#### *Service Providers*

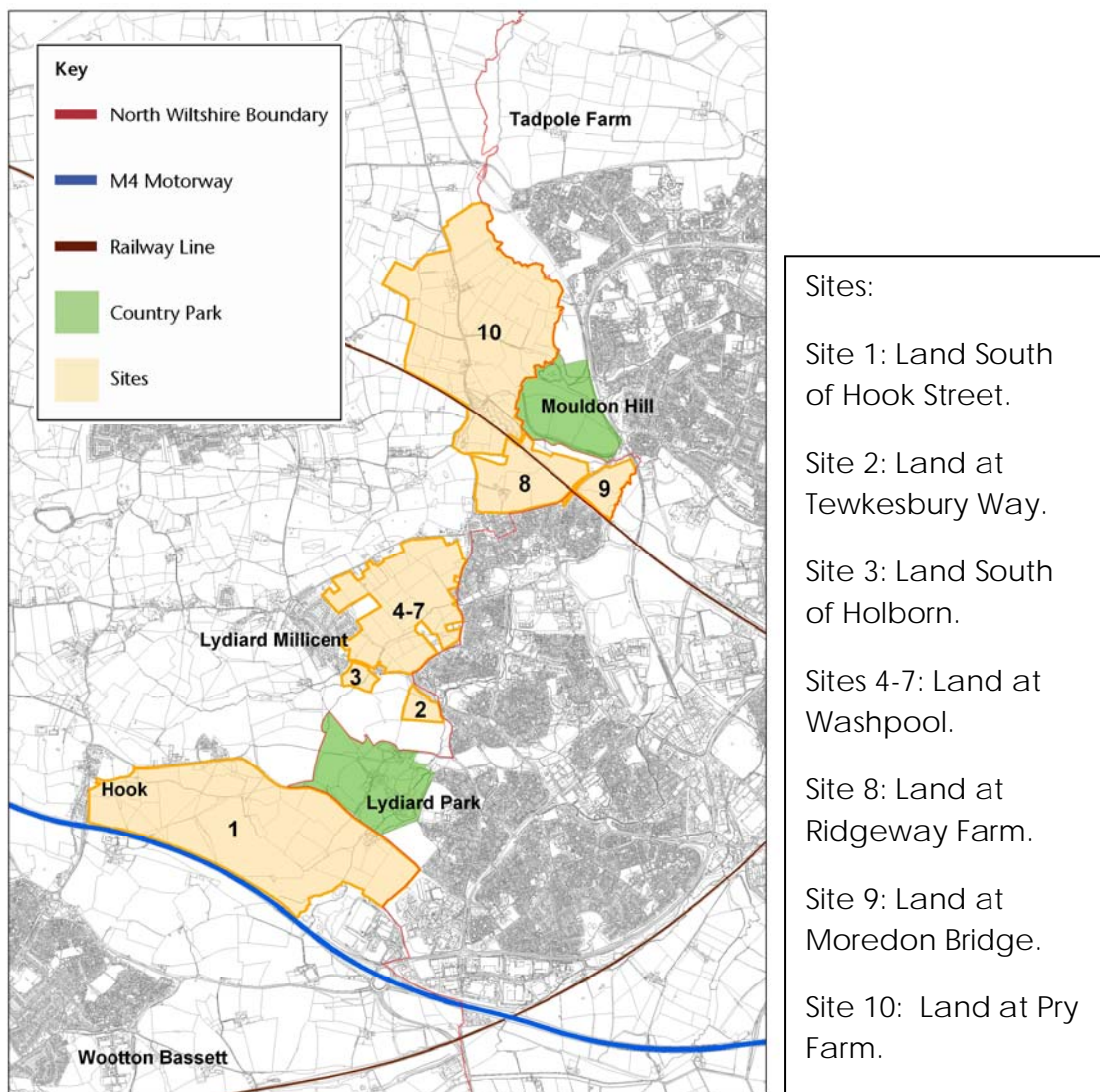
4.13 There are differences in the ease and cost of service provision depending on where development is located.

- 4.14 The Ambulance Service highlights that in terms of impact on the existing road infrastructure, in principle it would be more sustainable to concentrate development in one single location.
- 4.15 Public transport is most effective and viable when development is concentrated. Bus service providers have highlighted that route capacity, bus frequency and journey times are essential to the viability of providing bus links. Sites with a short journey time, close to the town centre with a frequent bus service are the best option in regard to integrating development with the existing system. Cells D and E are currently well connected to the existing system because an existing service already serves Purton Road and Middleaze Drive.

## 5.0 Stage 2: Site Analysis

- 5.1 The site analysis builds on the base data compiled through the multi-criteria analysis of the cells. It considers individual sites put forward through the call for sites exercise and their opportunities and constraints in more detail. This site analysis should be read in conjunction with the evidence base summarised in the multi criteria analysis.
- 5.2 **The analysis builds on that already carried out in the SSSUES and should therefore also be read in conjunction with this.** For detailed written analysis see the SSSUES.
- 5.3 Potential sites<sup>19</sup> within each cell have been considered and analysed under the headings of site suitability (based on the MCA evidence base) and site availability. The sites considered in this analysis are shown on Map 3 and the detailed analysis of each site can be found in **Appendix 6.**

*Map 3: Map Showing Sites 1-10.*



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<sup>19</sup> These sites have come forward through a call for sites exercise or been submitted through SHLAA processes. See paragraphs 3.15-3.17 of this study for a full explanation.

- 5.4 Despite Stakeholders proposing these sites through the call for sites exercise and SHLAA processes (as explained in paragraphs 3.15-3.17) this study has not been developer led and the cell analysis has ensured that the full urban edge of Swindon has been considered. The call for sites exercise is essential to ensure that the outcomes of the study are reasonable and deliverable, particularly in terms of availability.
- 5.5 Developers have provided some information that has added to the evidence base and been used in the site specific analysis where appropriate.
- 5.6 As stated in paragraph 3.16 and 3.17 site yield has been calculated using the methodology in **Appendix 3** and based on an overall density of 50 dwellings per hectare.

### **Summary of Site Analysis**

#### *Site 1 Land South of Hook Street (Cell A and A1)*

- 5.7 Site 1 is a large site covering cell A and A1 and is one of only two sites that can physically accommodate higher development scenarios. This site could accommodate at least 2500 dwellings and it is possible this number could be higher subject to additional work being undertaken on the capacity of the site. However there are a number of key constraints on the site.
- 5.8 The east of the site is adjacent to the entrance of Lydiard Park and poses a risk to the setting of the park and links to the biodiversity value within the park. The size of the site would mean a portion of the site could be left as a setting to Lydiard Park. This would however be the section of the site nearer to the existing built form of Swindon and this could partially reduce the connectivity of any development on the site with Swindon.
- 5.9 The southern boundary of the site is adjacent to the M4 corridor and there are a number of issues related to this. Development would have a severe impact on junction 16 of the motorway and transport solutions would be necessary to accommodate development here. The location may encourage unsustainable patterns of travel via the M4. Development in close proximity to the M4 would also require the mitigation of noise and pollution issues. These issues would all be costly to mitigate at this scale of development adding a high cost burden and would delay the delivery of any development.
- 5.10 Development would also need to avoid impact on the identity of Hook and coalescence with Swindon.
- 5.11 The above constraints and costs of mitigating these make it a less favourable option for development.

#### *Site 2 Land at Tewkesbury Way (Cell B)*

#### *Site 3 Land South of Holborn (Cell B)*

- 5.12 The multi-criteria analysis has shown that any development in this cell would have an impact on Lydiard Park. However there is potential for some small scale development to the east of the cell.

- 5.13 Development at site 2 would impact on Lydiard Park although could accommodate some small-scale development to the north of the site.
- 5.14 Site 3 is in effect an urban extension to Lydiard Millicent rather than Swindon and is therefore less favourable for development.

*Sites 4-7 Land at Washpool<sup>20</sup> (Cell C)*

- 5.15 The key issue in this cell is the potential impact on the identity of Lydiard Millicent and the coalescence of Swindon with Lydiard Millicent. The distance between Swindon and Lydiard Millicent in this area is less than 0.5km in places. However the site analysis has shown that approximately 500 dwellings could be accommodated to the north east of the site without significant impact on Lydiard Millicent.
- 5.16 Development here could therefore be considered as part of a wider collection of smaller sites.

*Site 8 Land at Ridgeway Farm (Cell D)*

- 5.17 Cell D and site 8 are well connected to the existing urban form and less infrastructure investment would be needed to integrate development with the existing built area of Swindon. There are a number of environmental constraints but these could be mitigated through appropriate masterplanning.
- 5.18 There is also a risk that development to the west of the site would impact on the identity of Purton but the site analysis has shown that with careful planning at least 600 dwellings could be accommodated without significant impact on Purton.
- 5.19 It is likely this site could be brought forward in the short term and it could perform as part of a wider urban extension.

*Site 9 Land at Moredon Bridge (Cell E)*

- 5.20 This a small site with a major flood risk constraint to the east of the site although the site analysis has shown that the site can accommodate 70-100 dwellings in the south west part of the site.
- 5.21 The site is well contained within the existing urban area with good accessibility to services and it could provide a key link between the existing urban form and other sites.
- 5.22 It is likely this site could be brought forward in the short term as part of a wider urban extension.

*Site 10 Land at Pry Farm (Cell F)*

- 5.23 Cell F consists of one large site and is one of only two sites capable of accommodating at least 2000 dwellings. There are a number of environmental constraints including a key flood risk constraint to the east of the site, biodiversity issues related to the River Ray

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<sup>20</sup> These sites have been considered as one entity as they were submitted to the call for sites and Swindon SHLAA as a collective site.



corridor and landscape considerations. As the site is large it is possible to avoid and mitigate these issues although this would push development further west on the site.

- 5.24 The site is more isolated than some of the smaller sites with poor accessibility to services but a development of at least 2000 dwellings would reach the critical mass to deliver new services on the site as part of a comprehensive development.
- 5.25 There is also the potential to connect any development on land at Pry Farm to the existing built area of Swindon via the smaller sites of Ridgeway Farm and Moredon Bridge.
- 5.26 There is potential impact on the identity of Purton but again the size of the site would enable masterplanning processes to alleviate this impact.
- 5.27 The site is in multiple ownership which has implications for the delivery of development on this site. However this site provides a longer-term option for development as a large part of a wider urban extension.

#### *Cells Q and R*

- 5.28 No further consideration was given to cells Q and R in this section. Paragraph 4.8 outlines the justification for this.

#### **Further Assessment**

- 5.29 The cell and site analysis has been pulled together to develop a number of options for the delivery of the 3000 dwellings. These options for an urban extension are outlined in Section 7. Further to this however there are some subject areas that would benefit from further detailed assessment as the study feeds into the Wiltshire wide Core Strategy process.

#### *Transport*

- 5.30 This study uses Highways Agency comments and Swindon Borough Council's SATURN Traffic model to test the cells. However more detailed work is needed to provide a comprehensive understanding of the transport interventions that may be necessary to facilitate the level of growth and integrate the development with Swindon town.
- 5.31 Swindon Borough Council has commissioned Consultants to carry out the Swindon Transport Study which will provide evidence on these issues. This is due to be published in Spring 2009 and, together with this study, will inform the Wiltshire wide Core Strategy.

#### *Achievability*

- 5.32 Further work will be carried out on the achievability of the sites. Stakeholders will be given the opportunity to provide comments and information on this during the consultation process.

## 6.0 Stage 3: Options for Development

- 6.1 The information gained from the cell and site analysis has been pulled together to consider the possible options for the allocation of the 3000 dwellings. A preferred option has been identified that is considered to provide the most reasonable option. This will be subject to the further assessment set out in paragraphs 5.29-5.32 of Section 5.
- 6.2 Consideration has been given to the delivery of the 3000 dwellings in a number of small-scale non-strategic urban extensions as the draft RSS does not specify that the 3000 dwellings need to be in one urban extension to Swindon. Preference however has been given to the concentration of development in one urban extension. The principle of concentration to deliver economies of scale and the critical mass to deliver infrastructure is favoured and particularly important at Swindon where there has been an identified need for critical infrastructure both to deliver and support any further development. More detailed reasoning for the preference for the concentration of development is set out in **Appendix 7**.
- 6.3 Consideration in the assessment has also been given to the recommendation that 2000 dwellings should be located on land at Tadpole Farm, within the Swindon Borough Council administrative area<sup>21</sup>. A map showing the location of Tadpole Farm can be found at **Appendix 8**. This potential allocation relates to the full 5000 dwellings recommended for allocation as small scale urban extensions to Swindon through the RSS process in **both** administrative areas<sup>22</sup>. It is imperative in formulating development options that the cumulative impact of the full range of smaller scale urban extensions, totalling 5,000 homes, is considered to ensure strong linkages are developed where necessary and appropriate.
- 6.4 Based upon the MCA and site analysis, there are a limited number of possible options to deliver the proposed RSS requirements on sites that are in a sustainable location and available for development. All development scenarios include Tadpole Farm as the preferred option in Swindon Borough as identified through the SSSUES.
- 6.5 The basic site yield assessment carried out as part of this update has shown that none of the individual sites can accommodate the full 3000 dwellings once all constraints have been identified<sup>23</sup>. Therefore a number of adjoining sites have been grouped together to form the preferred option for a single urban extension of 3000 dwellings.
- 6.6 The preferred option is for 3000 dwellings as a single urban extension including land at Pry Farm, Ridgeway Farm and Moredon Bridge. Other possible options have been considered but disregarded. These disregarded options are set out in paragraphs 6.15-6.23.

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<sup>21</sup> This is recommended in the Swindon Core Strategy Preferred Options Document which was published in January 2008.

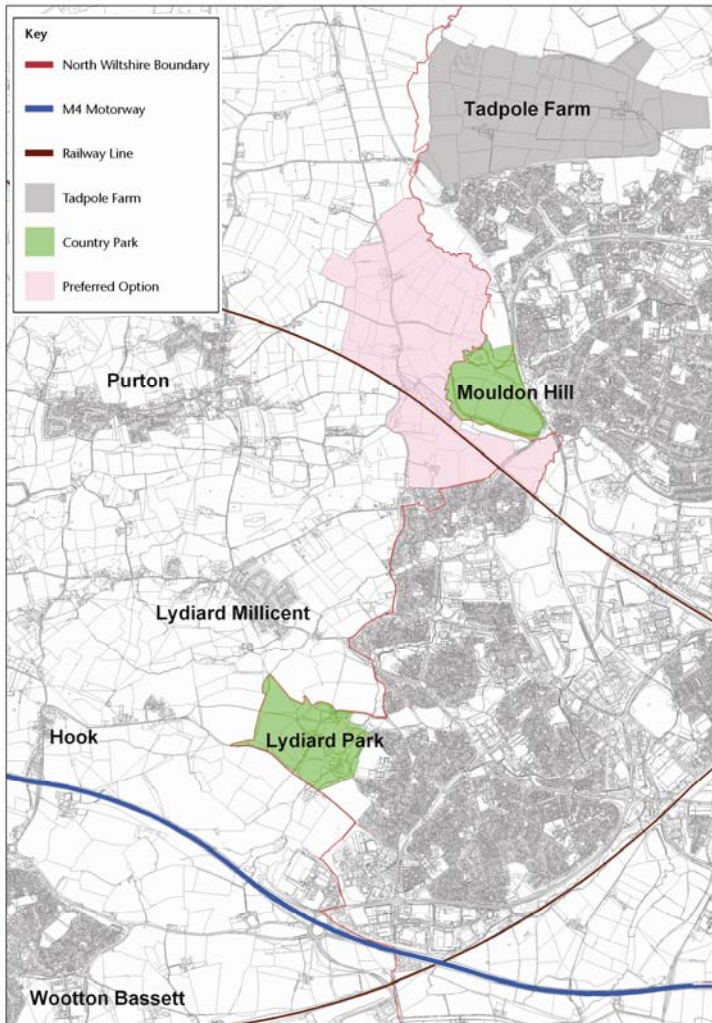
<sup>22</sup> See footnote 9 for further information on the allocation of 2000 dwellings within Swindon Borough administrative boundary.

<sup>23</sup> Although further work would be required on capacity at site 1: Land south of Hook Street.

## Preferred Option

3000 dwellings on land at Pry Farm, Ridgeway Farm and Moredon Bridge.

Map 4: Map Showing the Preferred Option.



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- 6.7 This preferred option represents a concentrated form of development in one urban extension with at least 2000 dwellings being provided on land at Pry Farm and at least 700 dwellings being provided on land at Ridgeway Farm and Moredon Bridge.
- 6.8 Land at Pry Farm is fairly isolated on its own and has poor accessibility to existing services. However land at Ridgeway Farm and Moredon Bridge to the south of the site would effectively connect development on land at Pry Farm to the existing urban area.
- 6.9 The scale of development possible on land at Pry Farm would also create the critical mass to comfortably generate funding of its own for independent services and facilities as part of the development.
- 6.10 There are a number of constraints on land within this option but the size of the combined sites enables these to be avoided and mitigated. The area of flood zones 2 and 3 to the east of land at Pry Farm and on land at Moredon Bridge and the biodiversity constraints associated with the River Ray Corridor could be avoided although this will push

development further west within the option. This could however provide a green link from Mouldon Hill to the countryside surrounding Swindon and back to Shaw Ridge in the existing urban area. Development may also offer funding contributions toward the development of the Cricklade Country Way.

- 6.11 The coalescence of Swindon with nearby settlements is an issue for development west of Swindon. However in this case the separation distance between the outer edge of the sites and Purton is greater than other areas west of Swindon. Careful screening and green infrastructure could alleviate any impact on Purton.
- 6.12 Development on land at Ridgeway Farm and Moredon Bridge would read as a logical urban extension to Swindon and could be brought forward in the short-term, which would provide an early phase of development. Land ownership is dispersed on Pry Farm which may delay delivery but the land could provide later stages of development. Combined the sites would enable the development to be phased across the plan period, with Ridgeway Farm and Moredon Bridge being delivered in the early to medium term and access delivered through these sites to land at Pry Farm.
- 6.13 The option would also link well to the provisional allocation of 2000 dwellings on land at Tadpole Farm in Swindon Borough Council. The location of land at Tadpole Farm is shown in **Appendix 8**. This could have benefits for the delivery of strategic infrastructure.
- 6.14 The development of a single urban extension in this area would enable effective masterplanning processes to be used to ensure the extension functions holistically and in a sustainable manner. Further detailed work would be needed to identify the exact scale of development split between the three sites and masterplanning would be essential to ensure the development functions as a sustainable urban extension in itself and as part of the Swindon town.

### **Alternative Options Considered**

- 6.15 The MCA identified that land to the south of the M4 in cells R and Q was isolated from Swindon and would have a significant impact upon the strategic road network<sup>24</sup>. Similarly the sensitive and highly exposed nature of the land to the north of Lydiard Park and its impact on the historic environment of the park means that sites in cell B are not an option that we would prefer to carry forward as a sustainable development option. These are therefore not considered to be realistic and sustainable options when considered comparably with the other sites. The other dismissed options are therefore constructed from the remaining sites. The full list of sites can be seen in Map 3.

#### *Alternative Option 1*

- 6.16 An alternative possible option considered but dismissed would be to spread the development along the western urban edge of Swindon across the available sites in order to keep development as close to the existing urban edge as possible.

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<sup>24</sup> See paragraph 4.8.

- 6.17 However this option has been dismissed for two main reasons. There would be a number of different landowners on individual sites involved in this possible option which would be likely to make it more complex to deliver. Secondly it would provide a less concentrated approach to development and would not facilitate the benefits associated with one sustainably functioning urban extension, as set out in **Appendix 7**.
- 6.18 Furthermore, in order to provide the full 3000 dwellings this option would rely on allocating parts of some identified sites, potentially undermining delivery and failing to give a degree of clarity or certainty to the long term development pattern for the community.

*Alternative Option 2*

- 6.19 Another option considered would be a large development south of Hook Street of at least 2500 dwellings. Potentially the full 3000 dwellings could be accommodated on land south of Hook Street subject to additional work being undertaken on the capacity of the site. A smaller separate urban extension of either at least 500 dwellings at Washpool or at least 700 dwellings at Ridgeway Farm and Moredon Bridge could be combined with land south of Hook Street if needed to deliver the 3000 dwellings.
- 6.20 The land south of Hook Street is able to accommodate a higher number of dwellings and could deliver the critical mass needed on the land to generate its own services and facilities. It is however more isolated from the main urban area of Swindon and a buffer would be needed to be left around Lydiard Park which would partially push development further west in the site. It could therefore be more difficult to connect it to the existing urban area of Swindon. It also has a severe impact on the M4 and development in this location is more likely to encourage travel along the M4. The necessary transport solutions to mitigate this impact would be costly.
- 6.21 The land at Washpool is reasonably well connected to the existing urban area of Swindon. However the land lies between Swindon and Lydiard Millicent and consideration needs to be given to the impact development in this location could have on the outlying settlement of Lydiard Millicent. The site analysis found that land at Washpool could accommodate at least 500 dwellings to the north east of the site without significant impact on the identity of Lydiard Millicent although careful screening and green infrastructure could alleviate any impact on Lydiard Millicent.
- 6.22 As discussed in paragraph 6.12 above, the land at Ridgeway Farm and Moredon Bridge would provide well connected development that could be delivered in the short-term and deliver at least 700 dwellings.
- 6.23 If extra capacity is required at either land at Washpool or land at Ridgeway Farm and Moredon Bridge this option would be in effect two separate urban extensions which would not provide the benefits of one sustainably functioning urban extension. This together with the severe transportation constraints associated with land at South of Hook Street lead to this possible option being dismissed.

## 7.0 Next Steps

### The Wiltshire Wide Core Strategy

- 7.1 This technical study, further future technical work, the masterplanning work as discussed below and the results of the public consultation will feed into the emerging Wiltshire wide LDF process and inform the Swindon Borough Core Strategy. This is likely to be as an allocated strategic site within the Wiltshire Core Strategy.

### Masterplanning Exercise

- 7.2 This technical study identifies a preferred direction of growth for the full 3000 dwellings as one urban extension, although it recognised that this could be delivered through a number of planning applications due to there being a number of landowners being involved. Detailed masterplanning work will therefore need to be carried out to ensure the development is planned for holistically to ensure a sustainable urban extension is achieved. There are a number of specific issues this should cover as follows:

- Detailed work will be required on issues related to the coalescence of Swindon with outlying settlements including the provision of green infrastructure and strategic landscaping;
- Issues related to flooding and drainage continues to be a concern for local residents. Detailed work will be required to ensure that flood and drainage considerations are fully taken into account;
- More detailed accessibility assessments will be required to ensure that the urban extension is effectively integrated with the existing urban area of Swindon.

### Delivery Considerations

#### *Joint Working*

- 7.3 It is essential that effective joint working and collaboration continues between Wiltshire Council<sup>25</sup> and Swindon Borough Council to facilitate the effective delivery and functioning of the urban extension.

#### *Funding Mechanisms*

- 7.4 Further consideration needs to be given to funding mechanisms to aid the delivery of the urban extension and provide necessary infrastructure. This includes consideration of the use of S106 contributions and the potential use of the emerging Community Infrastructure Levy. It would be prudent to develop an implementation plan for the urban extension. This should build upon the work done to inform infrastructure planning within the Wiltshire LDF, Swindon Borough Core Strategy Implementation Plan, the Swindon Infrastructure Costing Model and the Swindon Developer Contributions Guidance Note.

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<sup>25</sup> Joint working to date has been fostered between North Wiltshire District Council, Wiltshire County Council and Swindon Borough Council. The Wiltshire Districts and Wiltshire County Council will become a unitary council – The Wiltshire Council - on the 1<sup>st</sup> April 2009. Future joint working from this date will therefore be between Wiltshire Council and Swindon Borough Council.

## APPENDIX 1: The Multi Criteria Analysis Framework

The multi-criteria analysis (MCA) is a comparative framework in which land west of Swindon can be broadly tested. The framework used in this update is identical to that used for the SSSUES. The methodology allows for the comparison of constraints and impacts.

It should be noted that the MCA should not be taken to represent a holistic assessment of all issues within the assessment cells. It is only intended to provide a baseline level of data and a foundation on which to base more detailed analysis.

It should also be noted that the MCA does not assess the cells in a site specific manner. The scores given to each cell are not consistently applicable to all locations within the cell. Similarly, the presence of a constraint identified through the MCA does not indicate that it cannot be mitigated or that it forms an absolute constraint to development. Constraints are identified as a means of ensuring they are fully addressed and considered during the site analysis.

The MCA is divided into 3 themes: environment, accessibility and impact. The criteria within these themes can be found in paragraphs 3.10-3.12 of the main report.

Each of these three themes has been given a weight. Within each theme each criteria has also been given a specific weight. These weights reflect national planning guidance and key issues and priorities in the area. Table 2 illustrates these weightings.

**Table 2: Multi Criteria Analysis Factor Weighting Table**

	Weight	Topic	Weight
Environment	0.50	Landscape	0.30
		Biodiversity	0.30
		Agricultural Land	0.02
		Historic Environment / Archaeology	0.08
		Flood Risk / Surface Drainage	0.17
		Contaminated Land	0.02
		Local Air Quality& Noise Pollution	0.02
		Amenity Value	0.08
		Mineral Reserves	0.01
Accessibility	0.25	Town Centre	0.20
		Employment Centres	0.16
		Local Centres	0.16
		Bus Services	0.08
		Secondary Schools	0.08
		Primary Schools	0.08
		Health Facilities	0.08
		District Shopping Centres	0.08
		Recreation / Leisure Facilities	0.08

Impact	0.25	Urban Congestion	0.40
		Coalescence	0.60

Each cell is assessed for each criteria using a sliding scale where A= scores well and D=scores badly. These are then transferred into the following numerical scores:

A=100  
B=67  
C=33  
D=0

The weightings above are then applied to these figures to come up with a score for each criteria and a cumulative score for each cell.

The results of the MCA can be found in Appendix 3.



## APPENDIX 2: Methodology for Site Yield Calculation

A methodology adapted from the Wiltshire SHLAA<sup>26</sup> has been used to calculate the approximate dwellings yields of the sites. It should be noted that this methodology uses a number of assumptions to give an approximate capacity figure and further detailed masterplanning work would be required to ascertain the specific capacity of the sites. The methodology involved:

1. Measurement of the gross site area.
2. Application of a site constraints factor based on the information gathered through the multi-criteria analysis. Measurement of area once constraints taken into consideration.
3. Application of a gross to net factor to the area left once constraints have been taken account of. This takes account of the supporting facilities and infrastructure that would be required to facilitate development. It uses the following assumptions.
  - Site size of <0.4hectares (ha) – all land is used for housing.
  - Site size between 0.4 – 2 ha – 90% of land used for housing.
  - Site size between 2 – 10 ha – 75% of land used for housing.
  - Site size > 10ha – 50% of land used for housing.
4. Application of a density of 50 dwellings per hectare (dph) to the rest of the site. This density is based on the draft guidance in the emerging RSS for the South West<sup>27</sup>.

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<sup>26</sup> Roger Tym and Partners (2008) North Wiltshire, Kennet, West Wiltshire and Wiltshire Joint Strategic Housing Land Availability Assessment.

<sup>27</sup> Policy H2 of the Proposed Changes.



### APPENDIX 3: Multi Criteria Analysis for 3000 Dwellings

An explanation of the MCA methodology is given in **Appendix 1**.

A=scores well – D=scores badly.

These transfer to the following numerical figures:

- A = 100
- B = 67
- C = 33
- D = 0

The weightings in **Appendix 1** are then applied to these figures to come up with a score for each criteria and a cumulative score for each cell.

#### Environment Scores

Environment Data	A	A1	B	C	D	E	F	Q	R
Landscape	D	D	D	D	D		D	D	C
Biodiversity	D	C	D	D	D		D	B	A
Agricultural Land	A	A	A	A	A		A	A	A
Historic Environment and Archaeology	D	C	D	B	B		A	A	A
Flood Risk	A	A	A	A	B		B	A	A
Contaminated Land	A	B	A	A	A		A	A	A
Local Air Quality and Noise Pollution	C	C	A	A	B		A	B	C
Amenity Value	B	C	B	B	B		B	C	C
Mineral Reserves	A	A	A	A	A		B	A	A

Environment Weighted Scores	A	A1	B	C	D	E	F	Q	R
Landscape	0	0	0	0	0		0	0	10
Biodiversity	0	10	0	0	0		0	20	30
Agricultural Land	2	2	2	2	2		2	2	2
Historic Environment and Archaeology	0	3	0	5	5		8	8	8
Flood Risk	17	17	17	17	11		11	17	17
Contaminated Land	2	1	2	2	2		2	2	2
Local Air Quality and Noise Pollution	1	1	1	1	1		1	1	1
Amenity Value	5	3	5	5	5		5	3	3
Mineral Reserves	1	1	1	1	1		1	1	1

Weighted Total	14	19	14	17	14		15	27	37
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### Accessibility Scores

Accessibility Scores	A	A1	B	C	D	E	F	Q	R
Town Centre	B	C	B	B	B		C	C	C
Employment Centres	A	C	C	B	B		D	B	B
Local Centre	B	D	B	B	A		C	C	C
Bus Services	B	D	A	B	A		C	B	B
Secondary Schools	D	D	D	D	D		D	D	D
Primary Schools	D	D	D	D	D		D	D	D
Health Facilities	D	D	D	D	C		C	D	D
District Shopping Centres	C	D	C	D	D		D	D	D
Recreation / Leisure	B	B	B	B	B		B	C	C

Accessibility Scores	A	A1	B	C	D	E	F	Q	R
Town Centre	13	7	13	13	13		7	7	7
Employment Centres	16	5	5	11	11		0	11	11
Local Centre	11	0	11	11	16		5	5	5
Bus Services	5	0	8	5	8		3	5	5
Secondary Schools	0	0	0	0	0		0	0	0
Primary Schools	0	0	0	0	0		0	0	0
Health Facilities	0	0	0	0	3		3	0	0
District Shopping Centres	3	0	3	0	0		0	0	0
Recreation / Leisure	5	5	5	5	5		5	3	3
Weighted Total	13	4	11	11	14		6	8	8

### Impact Scores

Impact Data	A	A1	B	C	D	E	F	Q	R
Urban Congestion	D	D	C	C	C		C	D	D
Coalescence	B	C	D	D	D		C	C	C

Impact Weighted Scores	A	A1	B	C	D	E	F	Q	R
Urban Congestion	0	0	13	13	13		13	0	0
Coalescence	40	20	0	0	0		20	20	20
Weighted Total	10	5	3	3	3		8	5	5

**Total Scores**

Weighted Total	A	A1	B	C	D	E	F	Q	R
Environment	14	19	14	17	14		15	27	37
Accessibility	13	4	11	11	14		6	8	8
Impact	10	5	3	3	3		8	5	5
Total	37	28	28	31	31		29	40	50



## APPENDIX 4: Cell Constraints Summaries

### CELL A

#### *Environment:*

**Landscape** – Medium quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.
- Countryside setting for the entrance to Lydiard Park Historic Country Park.

#### **Biodiversity:**

- Lydiard Park County Wildlife Site adjacent.
- Swindon BAP priority habitat area.
- Standing open water habitat.
- Woodland habitat.
- Shaw Brook wetland habitat.

**Flood Risk** – Shaw Brook narrow flood plain.

**Contaminated Land** – Lower Hook Farm Landfill Site adjacent to Hook Street.

**Noise and air pollution** – Adjacent to M4.

**Existing amenity value** – Adjacent to Lydiard Park and Public Rights of Way run through cell

#### *Accessibility:*

**Central Area** - Within 3km.

**Employment Sites** - Windmill Hill adjacent to the cell. Blagrove Industrial Estate and Interface employment site within cycling distance.

**Bus Services** - Within 600 metres with a ten-minute frequency.

**Secondary School** - Greendown within 300m - capacity 457 (2012).

**Primary School** - Freshbrook within 800m - capacity 0 (2012).

**Health Facilities** - Freshbrook surgery between 600 and 800m.

**Local Retail Facilities** – Freshbrook Local Centre between 600m and 800m.

#### **Leisure Facilities:**

- Proximity to Lydiard Park provides access to; 2 football pitches cricket pitch, play areas and art facilities at Lydiard House within 300m.
- Private fitness centre situated by the M4.
- Bess Road children's play area adjacent to cell.

**Open Space** - within 600m including:

- West of Hay Lane, Shaw Ridge (most notable of these open spaces and characterised by an area of established woodland).
- Blackland Copse, Freshbrook Field, The Holbeins, Hay Lane Copse, Ferrers Drive, Greendown plantation.

#### *Impact:*

**Highway Network** – Severe impact upon J16 of M4, Blagrove roundabout and one of the worst cells for M4 junction hopping.

**Settlement character** – Limited impact.

## CELL A1

### *Environment:*

**Landscape** – Medium quality. It covers:

- Upper Thames Clay Valley (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Forms part of the Calne Rolling Clay Lowland (11a) Character Area of the Wiltshire Landscape Assessment.

### **Biodiversity:**

- Lydiard Park County Wildlife Site is adjacent.
- Shaw Brook wetland habitat.
- Letterage Copse Woodland.

**Flood Risk** – Shaw Brook narrow flood plain.

**Contaminated Land** – Lower Hook Farm Landfill Site adjacent to Hook Street.

**Noise and air pollution** – Adjacent to M4.

**Existing Amenity Value** – Adjacent to Lydiard Park and Public Rights of Way run through the cell.

### *Accessibility:*

**Central Area** – Over 3km.

**Employment Sites** – Windmill Hill with 900 metres of cell.

**Bus Service** – Nearest service is hourly.

**Secondary School** – Greendown School within 1200 metres – Capacity 457 (2012).

**Primary School** – Tregoze Primary School within 1700 metres of cell – Capacity 208 (2012).

**Health Facilities** – Freshbrook surgery within 1800 metres.

**Local Retail Facilities** – Freshbrook Local Centre within 1800 metres.

### **Leisure Facilities:**

- Close proximity to Lydiard Park which provides access to; 2 football pitches, cricket pitch play areas and art facilities at Lydiard House within 600 metres of cell.
- Private fitness centre situated by the M4.

### *Impact:*

**Highway Network** – Severe impact upon J16 of the M4 and the Blagrove roundabout, it will exacerbate M4 Junction hopping.

**Settlement Character** – The western edge of the cell is directly adjacent to the village of Hook with any development resulting in greater coalescence between Swindon and Hook.



## CELL B

### *Environment:*

**Landscape** – Very high quality landscape as setting for Lydiard Park. It covers:

- Upper Thames Clay Vales (Character Area 108) of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.
- Important landscape setting for Lydiard Church and Lydiard Mansion, both of which are Grade I listed.

### **Biodiversity:**

- Adjacent to Lydiard Park County Wildlife site with no woodland buffer.
- Swindon BAP priority habitat.
- Standing open water habitat.
- Woodland habitat.
- Species rich hedgerows forming field boundaries within the cell.
- Shaw Brook wetland habitat.

**Flood Risk** – Shaw Brook narrow flood plain risk.

**Existing amenity value** – Medium quality amenity value:

- Adjacent to Lydiard Park.
- 2 public rights of way.
- Countryside link between Lydiard Millicent and Lydiard Park.

### *Accessibility:*

**Central Area** - Within 3km.

**Employment Sites** – No sites within walking distance. Windmill Hill and Hillmead within 1km.

**Bus Services** – Adjacent to cell with a ten-minute frequency.

**Secondary School** - Greendown between 300m and 600m - capacity 457 (2012).

**Primary School** - Tregoze within 600m - capacity -208 (2012).

**Health Facilities** – Ridge Green Medical Centre within 800m.

**Local Retail Facilities** – Shaw Village Centre within 800m.

### **Leisure Facilities:**

- Proximity to Lydiard Park provides access to; 2 football pitches cricket pitch, play areas and art facilities at Lydiard House within 300m.
- Middleaze Neighbourhood Equipped Area of Play within 300m.
- Oliver Close children's play area adjacent to cell within 300m.

**Open Space** - within 600m including:

- Middleaze Drive.
- Shaw Ridge (most notable of these open spaces and characterised by an area of established woodland).
- Rye Close.

### *Impact:*

**Highway Network** – Impact upon Meads roundabout.

**Settlement character** – Potential severe impact upon Lydiard Millicent

Existing separation of approximately 0.5km in north and 0.8km in south.

## CELL C

### *Environment:*

**Landscape** – High quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.

### **Biodiversity:**

- Lydiard Brook wetland habitat in south of cell.
- Woodland habitat to north west of cell.
- Protected Flora and Fauna within the cell.

**Flood Risk** – Lydiard Brook is a narrow flood plain.

**Existing amenity value** – Public rights of way criss-cross the cell and it appears well used for equestrian activity.

### *Accessibility:*

**Central Area** - Within 3km.

**Employment Sites** – Hillmead within 600m.

**Bus Services** - Within 600 metres with a 20-minute frequency.

**Secondary School** –Bradon Forest and Nova Hreod over 1km away - capacity 793 (2012).

**Primary School** – Peatmoor and Brook Field within 600m - capacity 10 (2012).

**Health Facilities** – Ridge Green medical centre & Sparcells surgery within 600m.

**Local Retail Facilities** – Peatmoor and Shaw local centres within 600m.

**Leisure Facilities** – Good accessibility:

- Chestnut Springs playing fields adjacent to western edge of cell.
- Clayhill, Ratcombe Road and Nine Elms children's play areas within 300m, 600m and 800m.
- Middleaze Neighbourhood Equipped Area of Play within 800m.

**Open Space** - within 600m including:

- Peatmoor Park (most notable and a townwide facility).
- Clayhill and Nine Elms.

### *Impact:*

**Highway Network** – Impact upon Meads roundabout at.

**Settlement character** – Potential impact upon Lydiard Millicent.

Existing separation of around 0.5km in south and 1.2km in north.

## CELL D

### *Environment:*

**Landscape** – Very high quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.
- The valley incises the eastern end of a broad whale back ridge that falls gradually from Purton to the B 4553.
- It is an enclosed landscape but forms an important backdrop for Swindon in the wider Wiltshire strategic landscape.

**Archaeology** – potential feature in southeast corner and multiple historic finds.

### **Biodiversity:**

- Bremhill Farm County Wildlife Site in centre of cell.
- Network of species rich hedgerows forming field boundaries within the east of the cell.
- Un-named stream habitat towards the west of the cell.
- Two small areas of semi-improved neutral grassland.

**Flood Risk** – Unnamed narrow flood plain representing potential risk.

**Noise and air pollution** – adjacent to Swindon to Gloucester railway line.

**Existing amenity value** – a number of public rights of way run through this site.

### *Accessibility:*

**Central Area** - Within 3km.

**Employment Sites** – Hillmead within 600m.

**Bus Services** – Adjacent to the cell with a 20-minute frequency.

**Secondary School** – Herod Parkway / Greendown within 800m / 1.5km - capacity 793 (2012).

**Primary School** – Peatmoor, St Francis, Lydiard within 300m - capacity 10 (2012).

**Health Facilities** – Sparcells surgery within 300m.

**Local Retail Facilities** – Peatmoor Village Centre within 600m.

### **Leisure Facilities:**

- Sparcells Neighbourhood Equipped Play Area within 300m.
- Clayhill, Ratcombe Road (300m) and Pembroke Park (600m) children's play areas.

**Open Space** - within 600m including:

- Peatmoor Park (good quality facility).
- Shaw Forest Park (good quality facility).
- Sparcells Central, Peatmoor Lagoon.

### *Impact:*

**Highway Network** – Impact on Woodhall, Meads Way and Withymead roundabouts.

**Settlement character** – Potential impact upon Purton.

Existing separation between 1.3km at southwest and 2.3km at southeast.

## CELL E

### **Environment:**

**Landscape** – High quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.
- Partially enclosed area of the Thames Vale so visibility into the area from the south is from Moredon Bridge.
- From the east the area is visible from Taw Hill and from the north from Mouldon Hill
- Within the Cricklade Country Way designation.

### **Biodiversity:**

- 4 County Wildlife Sites at; Bremhill Meadow, Moredon Railway Field, Bradley's Meadow, and Moredon Copse.
- River Ray Corridor river habitat constrains large part of the cell.
- Potential habitat for water vole and otter and skylark breeding area.

**Flood Risk** – Large area of flood risk zone around the River Ray corridor.

Significant flood event has occurred here in the past.

**Noise and air pollution** – Adjacent to Swindon to Gloucester railway line.

**Existing amenity value** – High quality. It includes:

- Strategic green corridor links Swindon open space to the countryside.
- Designated part of the Cricklade Country Way.
- Route for the restored canal, a Sustrans route, Timberland Trail.
- Adjacent to Mouldon Hill Country Park.

### **Accessibility:**

**Central Area** - Within 2.5km.

**Employment Sites** – Hillmead within 600m and within 1km (cycling distance) of Rivermead and Cheney Manor Industrial Estate.

**Bus Services** – Service runs through the cell at a 30-minute frequency.

**Secondary School** – Nova Hreod within 800m - capacity 299 (2012).

**Primary School** – Moredon / Peatmoor within 600m - capacity 35 (2012).

**Health Facilities** – Sparcells surgery within 600m.

**Local Retail Facilities** – Peatmoor Village Centre within 600m.

### **Leisure Facilities:**

- Sparcells Neighbourhood Equipped Play Area within 300m.
- Pembroke Park Ratcombe Rd (300m) and Clayhill children's play areas within 300m, 600m and 800m.
- Akers Way allotments within 300m and Ventnor Close allotments within 800m.
- Herod Parkway fitness centre within 600m.
- Moredon Playing Fields within 600m.
- 4 football pitches and 2 cricket pitches.

**Open Space** - within 600m including:

- Mouldon Hill Country Park adjacent (good quality facility), Shaw Forest Park (good quality facility), Pembroke Park and Herod Parkway.

***Impact:***

**Highway Network** – Impact upon Woodhall roundabout.  
**Settlement character** – Minimal impact.

## CELL F

### *Environment:*

**Landscape** – High quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Limestone Hills (8A) Character Area of the Wiltshire Landscape Assessment.
- The area is typically flat, wet and low-lying, Mouldon Hill partially encloses this area of the Thames Vale.
- Visibility into the area from the south is from Mouldon Hill but from the west and north, only the fields alongside Cricklade Road and Packhorse Lane are visible because of the hills within the area, from the east the area is visible from Taw Hill.
- Forms Cricklade Country Way.

**Biodiversity** – significant existing features:

- 2 County Wildlife Sites.
- River Ray Corridor river habitat constrains large part of the cell.
- Potential habitat for water vole, badger and otter.
- Other BAP species were identified in this cell including skylark, linnet, reed bunting, yellowhammer, curlew, tree sparrow, bullfinch, starling, song thrush and blackbird.
- Great Western Community Forests woodland habitat adjacent to Mouldon Hill Country Park in south of the cell.
- SSSI adjacent to cell in Northern Development Area.

**Flood Risk** – River Ray corridor and flood risk zone dominate the cell.

**Contaminated Land** – Pry Farm and Woodbridge Farm Landfill Sites in the centre of the cell.

**Existing amenity value** – High quality. It includes:

- Strategic green corridor links Swindon open space to the countryside.
- Designated part of the Cricklade Country Way - Route for the restored canal, a Sustrans route, Timberland Trail.
- Adjacent to Mouldon Hill Country Park.
- Existing public rights of way.

### *Accessibility:*

**Central Area** – Over 3km .

**Employment Sites** – Beyond walking distance, Hillmead 2.3km .

**Bus Services** – Service runs adjacent to the cell at a 30-minute frequency.

**Secondary School** – Isambard / Nova Hreod / Braydon 1.5km - capacity 330 (2012).

**Primary School** – Moredon / Peatmoor - capacity 793 (2012).

**Health Facilities** – Taw Hill medical centre just over 300m.

**Local Retail Facilities** – Redhouse Village Centre within 1km (not yet constructed).

**Leisure Facilities** - Doyle Close play area and Brook Close play areas within 300 and 600m.

**Open Space** - Within 600m including; Mouldon Hill Country Park adjacent (good quality facility), Major Open Space P and V within NDA, Local Open Space 19 and 20 within NDA.

### *Impact:*

**Highway Network** – Impact upon junction 10 Thamesdown Drive, Meads Way, Woodhall and Hillmead roundabouts.

**Settlement character** – Existing separation distance of 2.3km from Purton.

## CELL Q

### *Environment:*

**Landscape:** Medium quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Swindon-Calne Rolling Clay Lowland (11A) of Wiltshire Landscape Character Assessment.
- Medium quality south facing the AONB.
- Development impact on Wootton Bassett and AONB.

**Biodiversity** – Monks Wood Woodland Trust / GWCF habitat at the east of the cell.

**Noise and air pollution** – Adjacent to M4 and adjacent to London to Bristol railway line.

**Existing amenity value** – Substantial number of public rights of way, well used throughout the cell.

### *Accessibility:*

**Central Area** – Over 3km.

#### **Employment Sites:**

- Blagrove adjacent to site on other side of M4.
- Windmill Hill within 500m.
- Interface adjacent to southern boundary of cell.

**Bus Services** – 2 hourly services run through the cell (half hour average).

**Secondary School** – Wootton Bassett within 800m.

**Primary School** – Longleaze (NW) within 300m, St. Bartholomew's (NW) within 800m.

**Health Facilities** – Tinkers Lane Surgery, New Court Surgery and Freshbrook Surgery over 1km.

**Local Retail Facilities** – Facilities at Wootton Bassett within 600m and Freshbrook within 800m.

#### **Leisure Facilities:**

- Livingwell Gym within 400m.
- 600m Gerald Buxton sports ground, adult football and hockey.
- Lime Kiln Leisure Centre 900m.
- Wootton Bassett library 1km.

### *Impact:*

**Highway Network** – Impact on Blagrove roundabout, M4 junction 16 overbridge, M4 junction 16 Swindon Road.

**Settlement character** – Potential impact upon the identity and character Wootton Bassett.

## CELL R

### *Environment:*

**Landscape:** Medium to low quality. It covers:

- Upper Thames Clay Vales (Character Area 108) Character Area of the Countryside Agency Character Map of England.
- Swindon-Calne Rolling Clay Lowland (11A) of Wiltshire Landscape Character Assessment.
- 2 landscape characters; Wootton Bassett Plateau and Spittleborough Dipslope.
- Plateau high and visible, Spittleborough low and not visible from AONB or Wootton Bassett.

**Biodiversity** – Monks Wood Woodland Trust / GWCF habitat at the east of the cell.

**Noise and air pollution** – Adjacent to M4 and adjacent to London to Bristol railway line.

**Existing amenity value** – Substantial number of public rights of way, well used throughout the cell.

### *Accessibility:*

**Central Area** – Over 3km.

#### **Employment Sites:**

- Blagrove adjacent to site on other side of M4.
- Windmill Hill within 500m.
- Interface adjacent to southern boundary of cell.

**Bus Services** – 2 hourly services run through the cell (half hour average).

**Secondary School** – Wootton Bassett within 800m.

**Primary School** – Longleaze (NW) within 300m, St. Bartholomew's (NW) within 800m.

**Health Facilities** – Tinkers Lane Surgery, New Court Surgery, Freshbrook Surgery and Freshbrook Dental Practice over 1km.

**Local Retail Facilities** – Facilities at Wootton Bassett within 600m and Freshbrook within 800m.

#### **Leisure Facilities:**

- Livingwell Gym within 400m.
- 600m Gerald Buxton sports ground, adult football and hockey.
- Lime Kiln Leisure Centre 900m.
- Wootton Bassett library 1km.

### *Impact:*

**Highway Network** – Impact on Blagrove roundabout, M4 junction 16 overbridge, M4 junction 16 Swindon Road.

**Settlement character** – Potential impact upon the identity and character Wootton Bassett.



## **APPENDIX 5: Cell A1 Analysis**

Cell A1 is adjacent to the West of Cell A between the M4 Motorway and Hook Street and Lydiard Park. The cell extends as far west as the village of Hook.

### **Environmental**

The southern edge of Cell A1 is directly adjacent to the M4 and the impact of this upon noise and air quality would represent a constraint to development in the southern area of the cell. Electricity Pylons run adjacent to the M4 throughout the cell and represent another constraint to development within the southern area of the cell.

The cell contains some environmental constraints although they could be mitigated if appropriate. A landfill site is located at Lower Hook Farm within the cell as well as Shaw Brook, which represents a narrow area of flood risk that should be avoided when considering development potential.

Various archaeological sites throughout the cell and ancient woodland to the east illustrate rural characteristics of the cell. The east of Cell A1 is in close proximity to Lydiard Park which is defined within the Swindon Biodiversity Action Plan (BAP) as a known site of biodiversity value, a priority habitat area and a County Wildlife Site. Development adjacent to the park boundary has the potential to impact upon the ecological systems and biodiversity within it.

The cell is covered by medium quality landscape. It is visible from the North Wessex Downs AONB and provides a countryside setting to Swindon and the M4.

The cell also provides an existing amenity value, particularly in relation to its proximity to Lydiard Park and the presence of public rights of way.

### **Accessibility**

The eastern edge of the cell is within 4km of Swindon's Central Area, as defined in the Swindon Adopted Local Plan.

The cell is in a good position to provide access to employment sites, with the Windmill Hill employment area within 900 metres of the eastern edge of the cell. The western edge of the cell is also close to employment areas, particularly Coped Hill, in Wootton Bassett although this would encourage unsustainable patterns of travel to Wootton Bassett.

The cell is not well served by existing bus services as there is no defined bus route within the cell.

The cell is approximately 1600 metres from Freshbrook Primary School and some 1200 metres from Greendown Community Secondary School. There is no projected school capacity to 2011 to accommodate development at Freshbrook Primary School. There is capacity at Greendown Secondary School to accommodate approximately 500 dwellings.

Freshbrook surgery is located some 1750 metres from the eastern edge of the cell. Freshbrook surgery is located within a local retail centre which would be able to satisfy the day to day needs of residents, this includes a post office, a pub and a takeaway.

Cell A1 is well situated to take advantage of leisure and recreation facilities. It is adjacent to Lydiard Park, which has 2 football pitches, a cricket pitch, play areas and art facilities at Lydiard House. Whilst this represents a constraint in terms of the impact that development would have, it also represents a positive facility in terms of recreation. This does not override the need to protect Lydiard Park however.

Cell A1 is well positioned to take advantage of a substantial network of open space to the southwest of Swindon including: Hay Lane, Shaw Ridge, Blackland Copse, Freshbrook Field, the Holbeins and Hay Lane Copse.

### **Impact**

The Western edge of Cell A1 is directly adjacent to the village of Hook with any significant development resulting in greater coalescence between Swindon and Hook. This would have a serious impact on the settlement characteristics of Hook and its identity as a separate village.

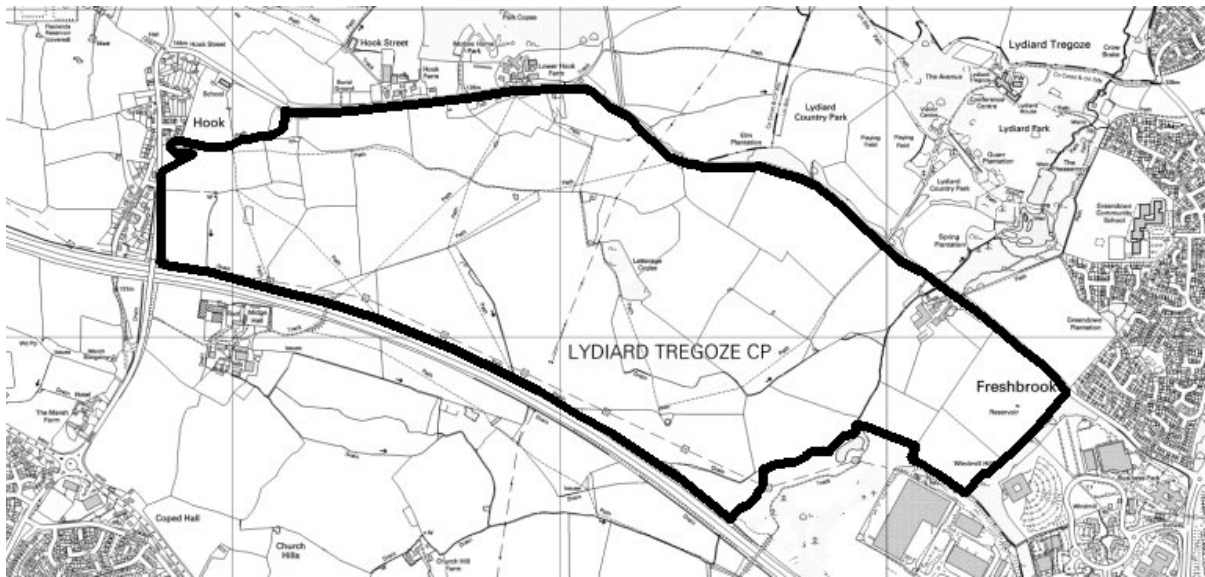
Development within this cell would have severe impact on the highway network at West Swindon, particularly at junction 16, Blagrove roundabout, Gainsborough junction and Windmill roundabout when considering higher development scenarios. As is the case with Cell A, Cell A1 represents the 'worst' option in terms of encouraging people to use Swindon as a point of origin to out-commute to other areas on the M4. Further to this on its own it does not connect well with the existing urban area of Swindon.

### **Summary**

The key constraint for this cell is that the southern boundary is directly adjacent to the M4 which would severely impact on junction 16 of the M4 and potentially encourage unsustainable patterns of commuting using the M4. The cell would also potentially impact on Lydiard Park and the village of Hook.

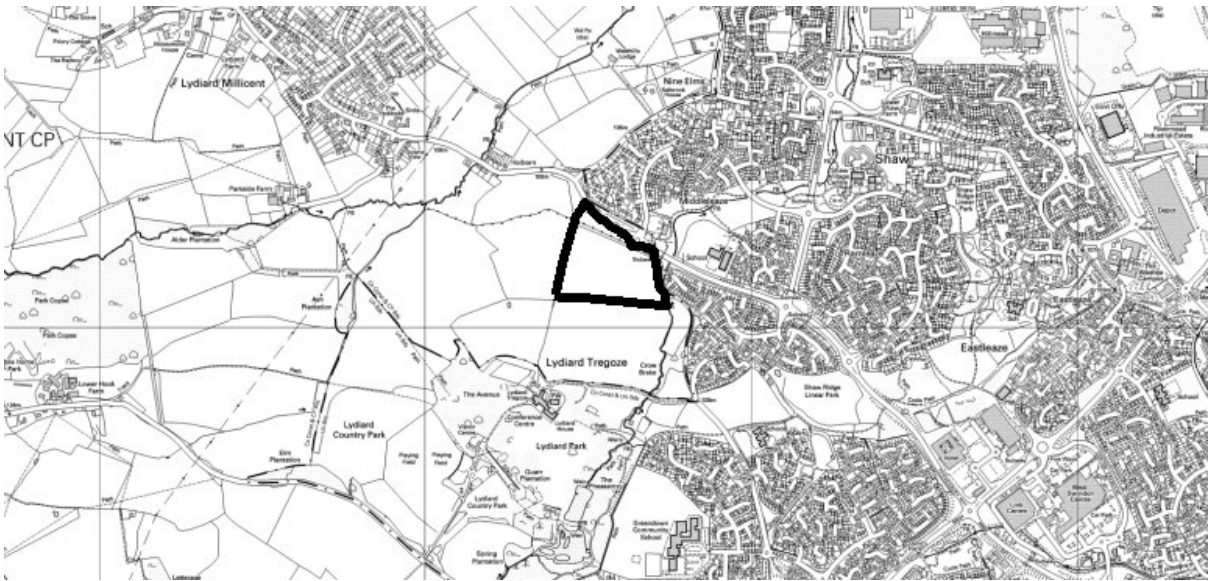
## APPENDIX 6: Site Analysis

### Site 1a: Land South of Hook Street (cell A and A1)



<b>Site 1</b>	Land South of Hook Street (cell A and A1).
<b>Size</b>	183has.
<b>Site Yield</b>	At least 2500 dwellings.
<b>Site Suitability</b>	
<b>Environment Factors</b>	<ul style="list-style-type: none"> <li>The eastern section of the cell would have a major impact on the setting of the entrance to Lydiard Park and links to the biodiversity value within the park. This area of the site would need to be avoided partially reducing the connectivity of the site with Swindon.</li> </ul>
<b>Accessibility Factors</b>	<ul style="list-style-type: none"> <li>The east of the site has reasonable accessibility to most services but the west side is more isolated and closer to services in Wootton Bassett which would be a less sustainable pattern of use.</li> </ul>
<b>Impact Factors</b>	<ul style="list-style-type: none"> <li>The southern boundary of the site is adjacent to the M4. Development would have a severe impact on junction 16 of the motorway and major transport solutions would be necessary to accommodate development here.</li> <li>The location may encourage unsustainable patterns of commuting along the M4.</li> <li>Development in close proximity to the M4 would require the mitigation of noise and pollution issues.</li> <li>There is potential impact on the identity of the village of Hook to the west of the cell.</li> </ul>
<b>Site Availability</b>	<ul style="list-style-type: none"> <li>Four landowners have agreed to enter into a Land Owners Collaboration Agreement and have invited offers for options or a joint venture. The site is therefore likely to be developable in future.</li> </ul>
<b>Summary</b>	This is a large site that could accommodate at least 2500 dwellings. However the impact on Lydiard Park, Hook and the close proximity to the M4 make it a less favourable option for development.

**Site 2: Land South of Tewkesbury Way (cell B)**



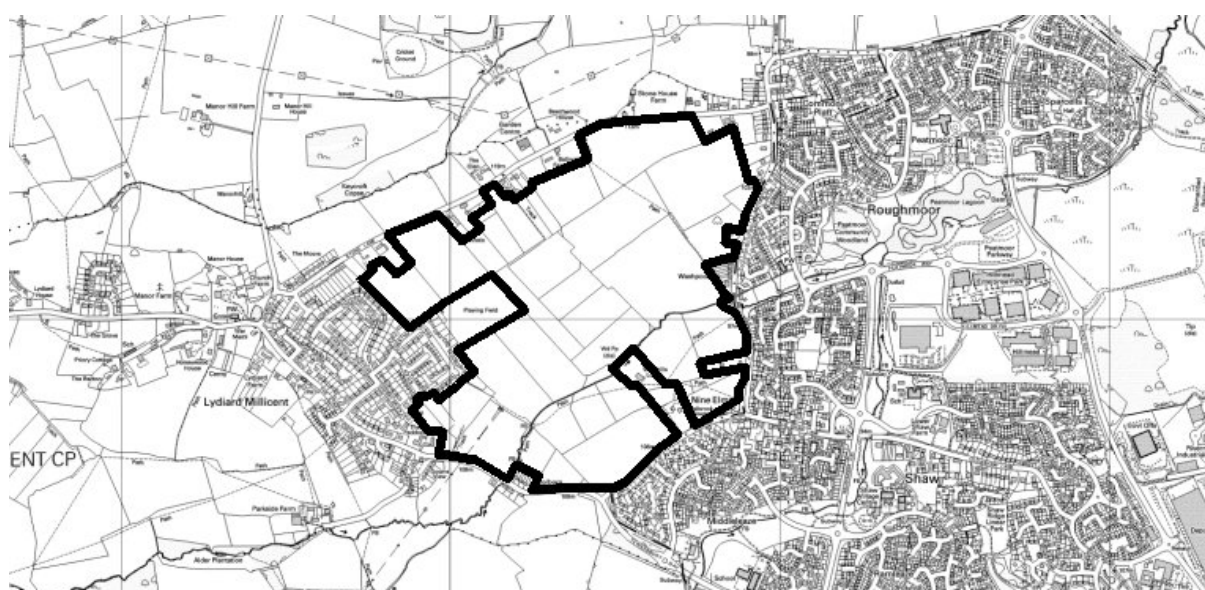
<b>Site 2</b>	Land South of Tewkesbury Way (cell B).
<b>Size</b>	14ha.
<b>Site Yield</b>	There is some potential to the north east of the site but the impact on Lydiard Park would make it no more than 50 dwellings.
<b>Site Suitability</b>	
<b>Environment Factors</b>	<ul style="list-style-type: none"> <li>• Very high quality landscape.</li> <li>• It is close to the boundary of Lydiard Park and there is no buffer at this boundary. There would therefore be an impact on the setting of Lydiard Park, mansion and church.</li> <li>• There will be an impact on the biodiversity value present at Lydiard Park.</li> </ul>
<b>Accessibility Factors</b>	<ul style="list-style-type: none"> <li>• There is reasonable access to the Swindon central area but poor access to other employment sites.</li> </ul>
<b>Impact Factors</b>	<ul style="list-style-type: none"> <li>• There is currently 0.5km separating Swindon from Lydiard Millicent. Development at this site would therefore increase the risk of the coalescence of Swindon and Lydiard Millicent. The site is also visually prominent which will exacerbate this effect.</li> </ul>
<b>Site Availability</b>	
<b>Summary</b>	The impact on Lydiard Park and Lydiard Millicent make the site less favourable for development.

**Site 3: Land South of Holborn (cell B)**



<b>Site 3</b>	Land South of Holborn (cell B).
<b>Size</b>	4.9ha.
<b>Site Yield</b>	None. Impact on Lydiard Millicent is too great.
<b>Site Suitability</b>	
Environment Factors	<ul style="list-style-type: none"> <li>The site would impact on the setting of Lydiard Park, mansion and church.</li> </ul>
Accessibility Factors	<ul style="list-style-type: none"> <li>There is reasonable accessibility to Swindon's central area but the site adjoins Lydiard Millicent and would not function as an extension to Swindon.</li> </ul>
Impact Factors	<ul style="list-style-type: none"> <li>Major impact on the coalescence of Swindon and Lydiard Millicent. This site would act as an extension to Lydiard Millicent rather than Swindon.</li> </ul>
<b>Site Availability</b>	
<b>Summary</b>	The impact on Lydiard Millicent and Lydiard Park makes the site less favourable for development.

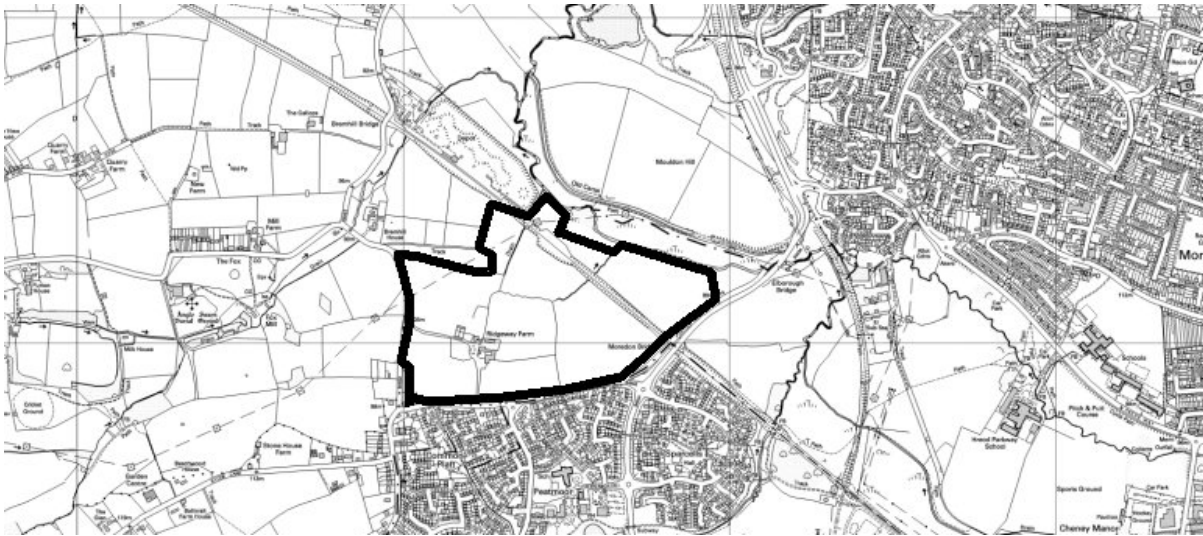
**Sites 4, 5, 6 and 7: Land at Washpool (cell C)**



<b>Sites 4, 5, 6 and 7</b>	Land at Washpool/North of Holborn (cell C). This includes land adjacent to Holborn (4), land north of Holborn (5), land at Nine Elms (6) and land at Washpool (7) <sup>28</sup> .
<b>Size</b>	105ha.
<b>Site Yield</b>	Up to 500 dwellings to the north east of the site.
<b>Site Suitability</b>	
<b>Environment Factors</b>	<ul style="list-style-type: none"> <li>• High landscape value.</li> </ul>
<b>Accessibility Factors</b>	<ul style="list-style-type: none"> <li>• The site is within 3 km of the central area of Swindon and has good accessibility to most services and employment areas.</li> </ul>
<b>Impact Factors</b>	<ul style="list-style-type: none"> <li>• The land is an important buffer between Lydiard Millicent and Swindon and development would impact on the identity of Lydiard Millicent and the coalescence of Swindon and Lydiard Millicent. The importance of the buffer is more pronounced at the south of the site. No development would be appropriate to the south of the cell.</li> <li>• However some development could be accommodated to the north east corner of the site. The topography of the landscape in the north east corner is low and the land rises between this area and Lydiard Millicent therefore containing any development.</li> <li>• There would be a transport impact on Meads roundabout.</li> </ul>
<b>Site Availability</b>	
<b>Summary</b>	The impact on Lydiard Millicent makes it less favourable for development although up to 500 dwellings could contribute towards an urban extension to the north east of the site.

<sup>28</sup> These sites have been considered as one entity as they were submitted to the call for sites and Swindon SHLAA as a collective site.

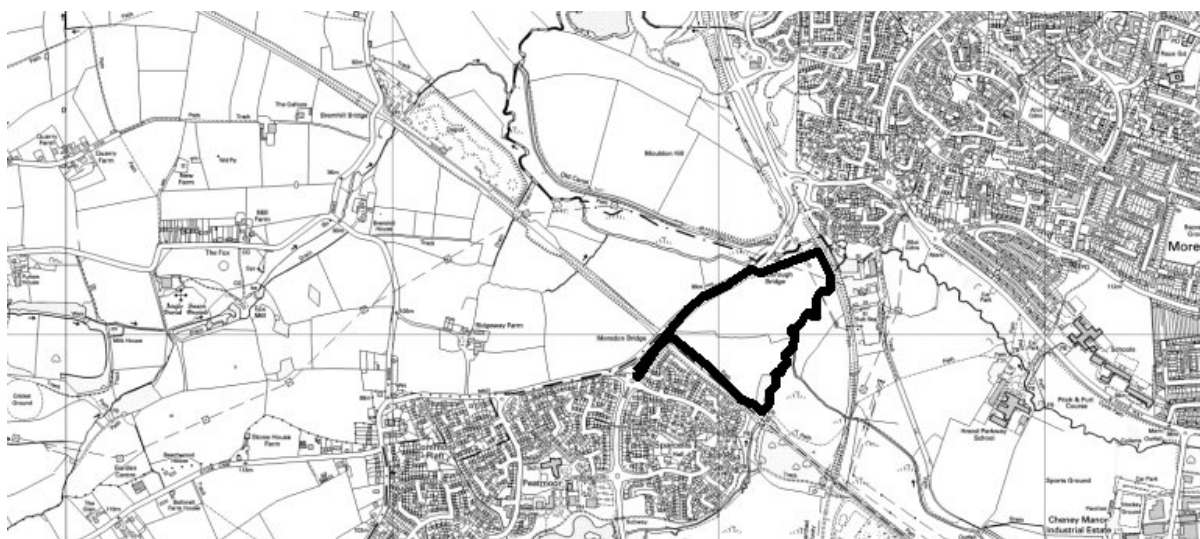
**Site 8: Land at Ridgeway Farm**



<b>Site 8</b>	Land at Ridgeway Farm.
<b>Size</b>	37.5ha with 29ha south of the railway.
<b>Site Yield</b>	At least 500 dwellings south of the railway.
<b>Site Suitability</b>	
<b>Environment Factors</b>	<ul style="list-style-type: none"> <li>• Very high landscape value but development could be contained east of the Purton Road to protect the Thames Valley. The fields at the south of site provide the opportunity to integrate development with the existing urban area without impacting too heavily on the strategic landscape.</li> <li>• Mitigation would be needed to address noise issues associated with the railway line which splits the site.</li> <li>• The Cricklade Country Way<sup>29</sup> runs through the site and development would have to ensure it didn't jeopardise the function of the corridor, the project or its ability to attract funding. However development in this area could provide an opportunity to provide contributions towards the scheme.</li> <li>• An archaeological feature has been identified adjacent to the Ridgeway Farm buildings and will require further study.</li> <li>• There are significant flood risk and biodiversity constraints associated with the River Ray corridor north of the railway.</li> </ul>
<b>Accessibility Factors</b>	<ul style="list-style-type: none"> <li>• Good accessibility to services and employment areas although there is no capacity at the local primary school.</li> </ul>
<b>Impact Factors</b>	<ul style="list-style-type: none"> <li>• There is potential impact on the identity of Purton. However at least 500 dwellings could be contained within the topography to the east of the site.</li> </ul>
<b>Site Availability</b>	<ul style="list-style-type: none"> <li>• The site is already well connected and could be delivered on a short timescale. This is likely to be within 5 years.</li> </ul>
<b>Summary</b>	There are issues related to the coalescence of Swindon and Purton and the landscape value in the area. However the site is well connected and strategic planting could be used to facilitate 500 dwellings to the south of the railway.

<sup>29</sup> The Cricklade Country Way is a green corridor from Swindon to Cricklade. There is project work related to it including the regeneration of the Wiltshire and Swindon canal and Cricklade steam railway.

**Site 9: Land at Moredon Bridge (cell E)**

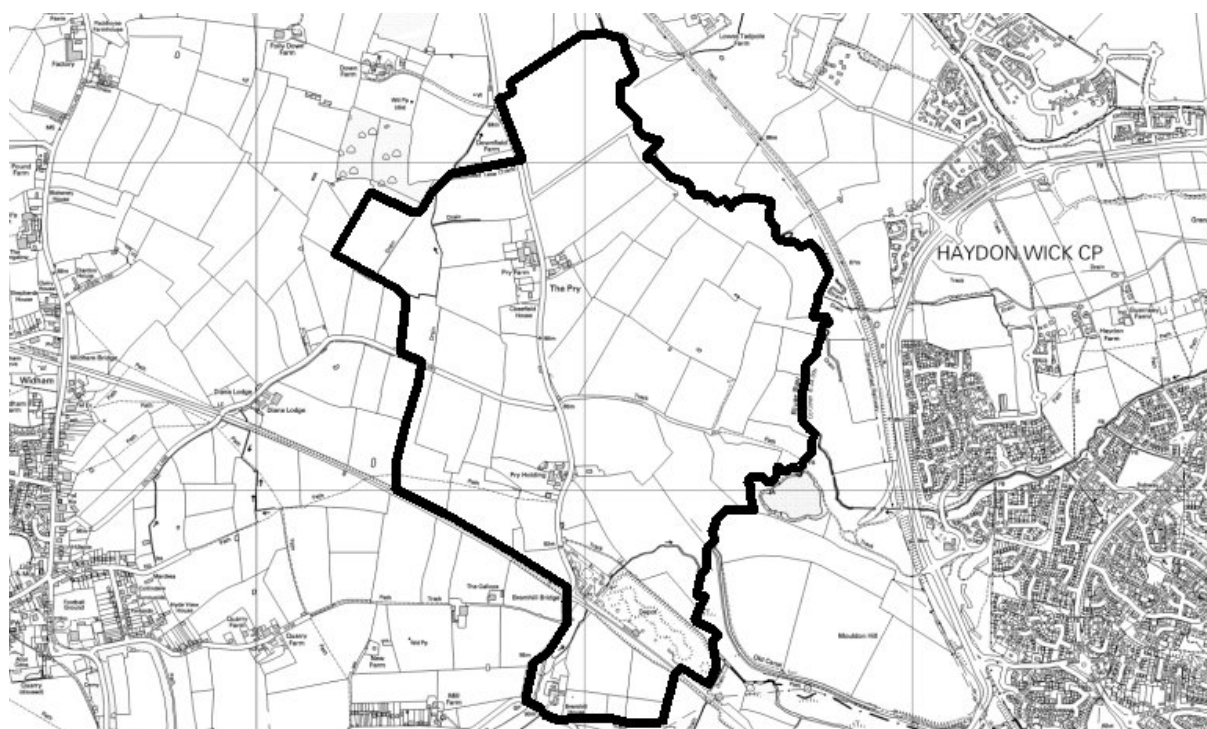


<b>Site 9</b>	Land at Moredon Bridge (cell E).
<b>Size</b>	11 ha.
<b>Site Yield</b>	50-100 dwellings that would need to be concentrated to the south and west of the cell.
<b>Site Suitability</b>	
Environment Factors	<ul style="list-style-type: none"> <li>• Major flood risk constraint (flood zones 2 and 3a) to the north east of the site.</li> <li>• High value landscape.</li> <li>• Impact on the strategic green link that links Swindon to the wider countryside. This link has benefits including amenity value, biodiversity interest and flood risk.</li> <li>• There are biodiversity issues and nature conservation interests related to the River Ray.</li> <li>• The Cricklade Country Way<sup>30</sup> runs through the site and development would have to ensure it didn't jeopardise the function of the corridor, the project or its ability to attract funding. However development in this area could provide an opportunity to provide contributions towards the scheme.</li> <li>• Mitigation would be needed to address noise issues associated with the railway.</li> </ul>
Accessibility Factors	<ul style="list-style-type: none"> <li>• Good accessibility to services and employment areas although there is no capacity at the local primary school.</li> </ul>
Impact Factors	<ul style="list-style-type: none"> <li>• It is largely contained within the existing built form of Swindon.</li> </ul>
<b>Site Availability</b>	<ul style="list-style-type: none"> <li>• A planning application was submitted early 2008. This was refused due to it being premature of local planning policy and is currently at appeal. It is likely the site could be brought forward in the short-term and be delivered within 5 years.</li> </ul>
<b>Summary</b>	There are key constraints on this site related to flood risk and biodiversity and it therefore only has capacity for 50-100 dwellings. However the site is very well connected and contained within the built environment and could provide a key link to a larger urban extension.

<sup>30</sup> The Cricklade Country Way is a green corridor from Swindon to Cricklade. There is project work related to it including the regeneration of the Wiltshire and Swindon canal and Cricklade steam railway.



**Site 10: Land at Pry Farm (cell 10)**



<b>Site 10</b>	Pry Farm (cell F and partially in cells D and E)
<b>Size</b>	171 ha
<b>Site Yield</b>	At least 2000 dwellings
<b>Site Suitability</b>	
<b>Environment Factors</b>	<ul style="list-style-type: none"> <li>• Major flood risk constraint (flood zones 2 and 3a) to the east of the site however the size of the site would enable this to be avoided.</li> <li>• High landscape value but the size of site would enable this to be protected provided development did not proceed beyond the small hills to the west of the site.</li> <li>• There are biodiversity issues and nature conservation interests related to the River Ray.</li> <li>• The protection of these environmental constraints would push development further west on the site.</li> <li>• The Cricklade Country Way<sup>31</sup> runs through the site and development would have to ensure it didn't jeopardise the function of the corridor, the project or its ability to attract funding. However development in this area could provide an opportunity to provide contributions towards the scheme.</li> </ul>
<b>Accessibility Factors</b>	<ul style="list-style-type: none"> <li>• The site is relatively isolated with poor accessibility to existing services and employment sites. Development here would therefore generate an independent need for new services. At least 2000 dwellings would be needed to achieve this.</li> </ul>
<b>Impact Factors</b>	<ul style="list-style-type: none"> <li>• Sympathetic design would be required to set the context between Swindon, Purton and the wider landscape to the north.</li> </ul>
<b>Site Availability</b>	<ul style="list-style-type: none"> <li>• The site is multiple ownership but could be developed within 6-10 years.</li> </ul>

<sup>31</sup> The Cricklade Country Way is a green corridor from Swindon to Cricklade. There is project work related to it including the regeneration of the Wiltshire and Swindon canal and Cricklade steam railway.

	<ul style="list-style-type: none"><li>• The development would generate an independent need for new services which may delay implementation.</li></ul>
<b>Summary</b>	The site can accommodate over 2000 dwellings but needs new services to support this level of development, these can be provided if the critical mass of 2000 dwellings is met. It cannot accommodate the full 3000 but could be combined with smaller sites to provide a later phase of development.

## **Other Sites**

There are a number of sites that have been submitted within the wider west of Swindon Study area but do not fall within the parameters of this study because they are not within North Wiltshire District Council administrative area or because they do not adjoin the main urban area of Swindon. These sites will be considered through the appropriate SHLAA processes.

These are:

- Land North of Hook Street (located within the Swindon Borough Council administrative area).
- Land North of Tadpole Farm (this does not adjoin the built up area of Swindon).
- Sites adjacent to Purton (the sites do not adjoin the built up area of Swindon).



## APPENDIX 7: Justification for the Concentration of Development

The key benefits to the creation of a main urban extension are:

- It creates a larger concentrated pot of planning gain contributions which can be used more efficiently and effectively than a dispersed number of sites.
- It concentrates traffic generation to a single location that can be managed by a lesser number of traffic management solutions as opposed to a dispersed pattern, which may require several traffic management solutions at an inefficient cost.
- It provides an opportunity to provide any physical mitigation for a shortfall in facilities that may not be viable at smaller development scenarios.
- It creates a more cost effective and efficient way to deliver utilities and services such as gas, electricity, water and public transport.

The preference for one single urban extension, as opposed to a range of smaller developments, is supported by national guidance in Planning Policy Statement 3: Housing (PPS 3)<sup>32</sup>. Paragraph 38 of PPS 3 states that:

“At the local level, Local Development Documents should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. Local Planning Authorities should, working with stakeholders, set out the criteria to be used for identifying broad locations and specific sites taking into account: ...

– Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. **The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services**” (pp.14-15, emphasis added).

Regional guidance, in the form of The Infrastructure Planning Advice Note published by the South West Regional Assembly<sup>33</sup>, highlights the importance of considering issues of scale and massing when planning for infrastructure provision at new developments. Paragraph 2.2.1 of the Infrastructure Planning Advice Note is reproduced below. Whilst the example given is for an urban extension of 6,000 dwellings (twice the size of a potential urban extension at Swindon), the same principle can nonetheless be applied, in that infrastructure provision will be facilitated by having one single urban extension rather than a range of smaller developments.

“LPAs should beware of seeing Infrastructure Delivery Plans as an additional passive “bolt on” stage to the planning process. The need for deliverability to be proven as part of the testing of soundness may mean that the shape and distribution of new development must take a significant account of infrastructure delivery considerations alongside other matters. **The massing and phasing of development will materially affect the deliverability of infrastructure. For example, a larger urban extension (circa 6,000 dwellings) is more likely to support its own range of social and community facilities, reducing the need to travel longer distances.** Smaller

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<sup>32</sup> Planning Policy Statement 3: Housing, Communities and Local Government, November 2006

<sup>33</sup> Infrastructure Planning Advice Note, South West Regional Assembly, August 2008

urban extensions could only support a much more limited range of social and community infrastructure (without subsidy) and would therefore depend on the sharing of facilities between developments or the use of headroom elsewhere in a local authority, necessitating efficient transport links (p.19, emphasis added).

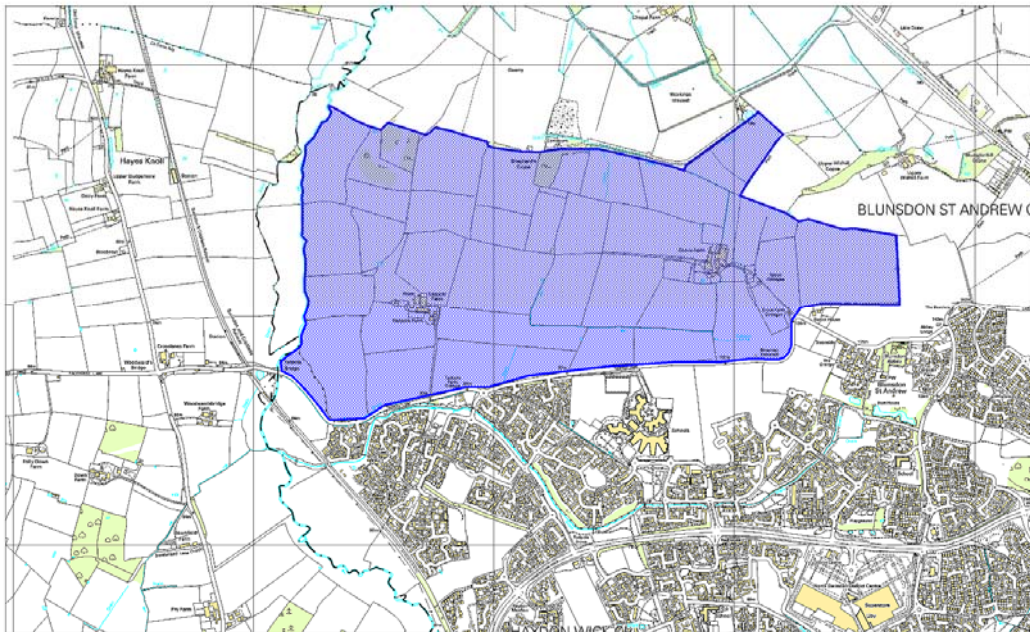
The Town and Country Planning Association (TCPA) document *Best Practice in Urban Extensions and New Settlements*<sup>34</sup> identifies a further advantage, which may be associated with a single urban extension. This document states that **“Major planned developments such as new settlements and urban extensions provide an opportunity to design-in the greenest of technologies and infrastructure from scratch, in ways that are not possible in smaller infill schemes”** (p.9, emphasis added).

Consideration of the factors outlined above led to the conclusion that a single sustainably functioning urban extension is likely to have significant advantages over a number of smaller developments.

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<sup>34</sup> *Best Practice in Urban Extensions and New Settlements*, Town and Country Planning Association, March 2007

## APPENDIX 8: Map Showing Land at Tadpole Farm



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Not to Scale