Crudwell Neighbourhood Plan 2020-2038

Regulation 14 Draft

Evidence Base

February 2026

Contents

Document 1: Strategic Environmental Assessment Screening Decision, Wiltshire Council, September 2025 1

Document 2: Habitat Regulations Assessment Screening Decision, Wiltshire Council, July 2025 13

Document 3: SEA for the Crudwell Neighbourhood Plan, AECOM, January 2026 27

Document 4: Letter from Wiltshire Local Plan Examiners, December 2025 132

Document 5: Report of the Working Group on Housing Site Allocations, Neighbourhood Plan Working Group, January 2026 145

Document 6: Site Access & Connectivity Appraisal, Cole Easdon Consultants, November 2019 155

Document 7: Cotswold Airport Paper, Neighbourhood Plan Working Group, June 2024 228

Document 8: Kemble Business Park Paper, Neighbourhood Plan Working Group, December 2025 232

Document 9: Community Hub and Local Business Needs Paper, Neighbourhood Plan Working Group, December 2025 235

Document 10: Local Green Spaces Paper, Neighbourhood Plan Working Group, August 2024 239

Document 11: Green Network Paper, Neighbourhood Plan Working Group, August 2024 244

Document 12: Emails from Wessex Water re flooding, January and June 2018 248

Document 13: Community use of the Glebelands adjacent to Crudwell primary school for additional parking and safe access to the school: a discussion document, Neighbourhood Plan Working Group, January 2025 252

Document 1: Strategic Environmental Assessment Screening Decision, Wiltshire Council, September 2025

Wiltshire Council

Strategic Environmental Assessment

Screening determination for the Draft Crudwell Neighbourhood Plan Review

September 2025

Contents

	Page
1. Introduction	3
2. Legislative requirements	3
3. The Draft Crudwell Neighbourhood Plan Review	5
4. SEA Screening assessment	6
5. SEA Screening decision	10
6. Consultation on SEA screening decision	10

1. Introduction

1.1 This document provides a screening determination of the need to carry out a Strategic Environmental Assessment (SEA) of the Draft Crudwell Neighbourhood Plan (hereafter 'draft CNPR').

1.2 Wiltshire Council, as the 'Responsible Authority' under SEA Regulations[1], is responsible for undertaking this screening process. It will determine if the draft CNPR is likely to have significant environmental effects, and hence whether SEA is required.

1.3 This process has been carried out in accordance with the requirements of European Directive 2001/42/EC[2], often known as the Strategic Environmental Assessment (SEA) Directive, which has been transposed into English law by the SEA Regulations.

2. Legislative requirements

2.1 The Localism Act 2011 requires neighbourhood plans to comply with EU legislation. The screening procedure outlined in this report meets the requirements of the SEA Directive and Regulations, as introduced in Section 1 of this document.

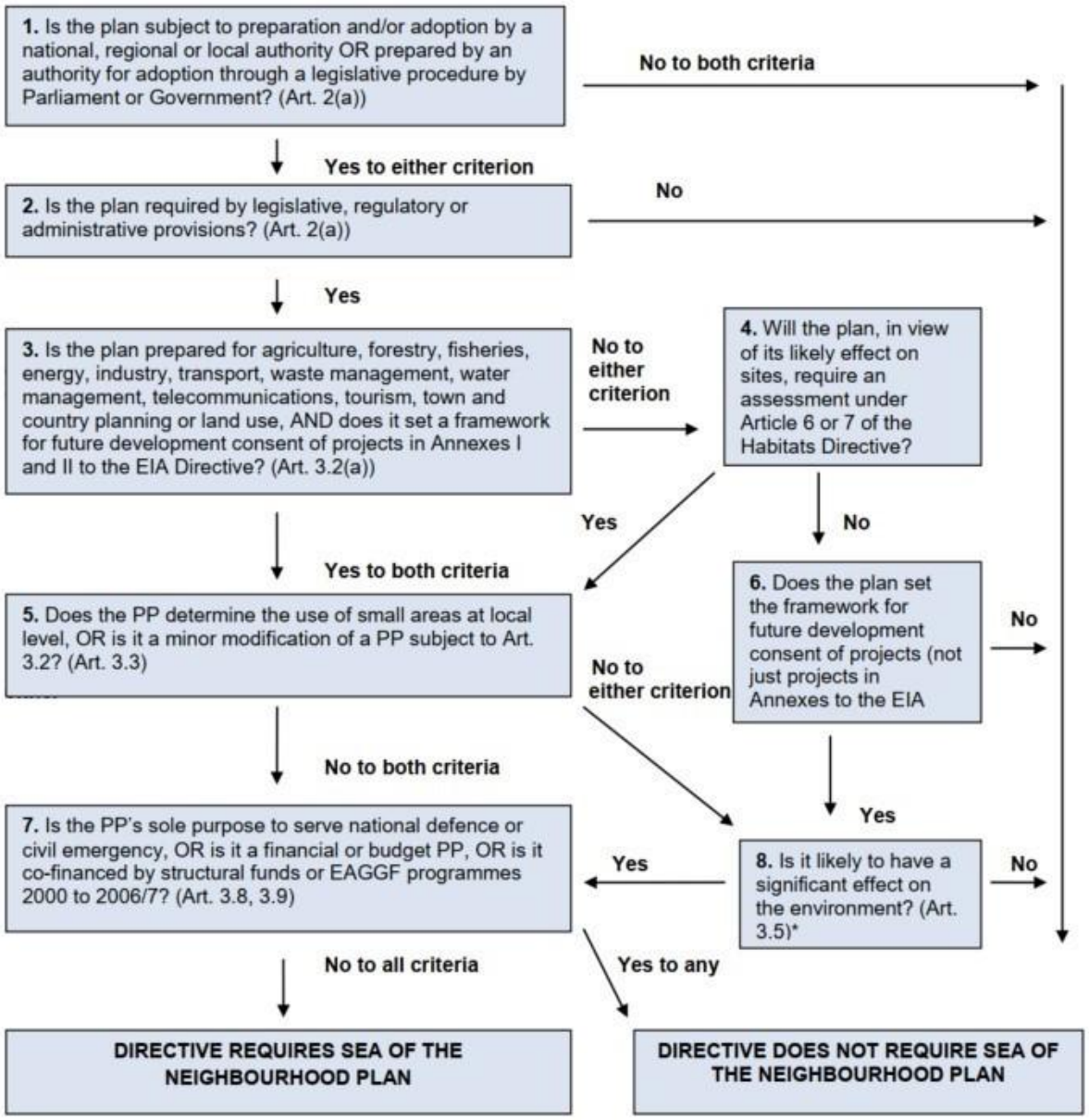
2.2 Regulation 5 of the SEA Regulations requires an environmental assessment of plans which:

1. *are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use (Regulation 5, para. (2)(a),* ***and*** *which set the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC (EIA Directive) on the assessment of the effects of certain public and private projects on the environment* (Reg. 5, para. (2)(b)
2. *in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC)* (Reg. 5, para. (3)
3. *set the framework for future development consent of projects*[3] (Reg. 5, para. (4)(b)
4. *are determined to be likely to have significant environmental effects as determined under regulation 9(1*) (Reg. 5, para. (4)(c)

An environmental assessment need not be carried out for:
a) *plans which determine the use of a small area*[4] *at local level* (Regulation 5, para. (6)(a); or
b) *plans which are a minor modification*[5] *to a plan or programme* (Regulation 5, para. (6)(b)
unless it has been determined under regulation 9(1) that the plan is likely to have significant environmental effects.

[1] The Environmental Assessment of Plans and Programmes Regulations 2004
[2] European Directive 2001/42/EC "*on the assessment of the effects* of *certain plans and programmes on the environment"*
[3] European Commission guidance states that plans and programmes which set the framework for future development consent of projects would normally contain 'criteria or conditions which guide the way a consenting authority decides an application for development consent'. Development consent is defined in the EIA Directive as "the decision of the competent authority or authorities which entitled the developer to proceed with the project" (Article 1(2) of the EIA Directive).
[4] European Commission guidance suggests that plans which determine the use of small areas at local level might include "a building plan which, for a particular, limited area, outlines details of how buildings must be constructed, determining, for example, their height, width or design"
[5] 'Minor modifications' should be considered in the context of the plan or programme which is being modified and of the likelihood of their having significant environmental effects. A modification may be of such small order that it is unlikely to have significant environmental effects.

2.3 The diagram[6] below shows the SEA Directive's requirements and its application to neighbourhood plans:



* Plans falling in this category (No.8) will be screened by Wiltshire Council to determine if they are likely to have significant environmental effects. This determination will be made on a case-by-case basis for neighbourhood plans coming forward in Wiltshire.

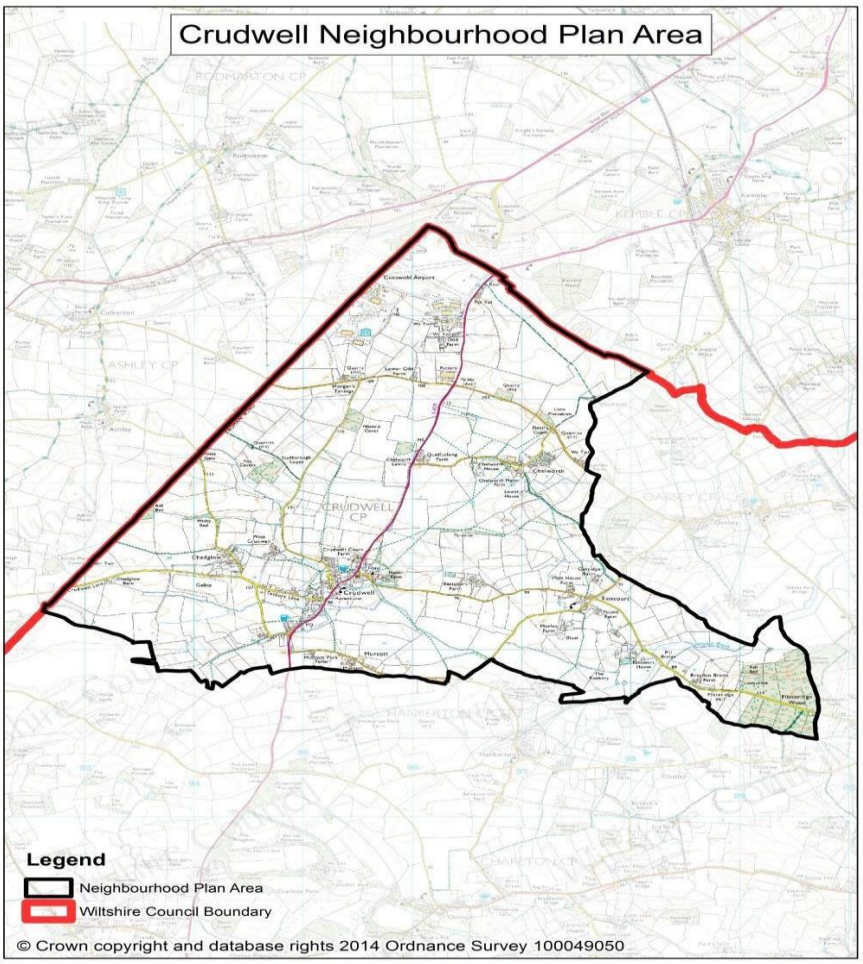
NB This diagram is intended as a guide to the criteria for application of the Directive to neighbourhood plans. It has no legal status.

[6] Taken from *A Practical Guide to the Strategic Environmental Assessment Directive* ODPM, 2005)

3. The Draft Crudwell Neighbourhood Plan Review

3.1 The parish of Crudwell are preparing a neighbourhood development plan under the provisions of the Localism Act 2011.

3.2 The designation of the Crudwell Neighbourhood Area was made on 20th March 2015 (see map of area outlined in black below). For the designation notice see http://www.wiltshire.gov.uk/planning-neighbourhood-latest-news



3.3 This screening decision is based on, and accompanied by, draft policy and allocation information, March 2025.

4. SEA Screening assessment

4.1 Wiltshire Council, as the 'Responsible Authority', considers that the draft CNPR falls within the scope of the SEA Regulations on the basis that it is a plan that:

a) is subject to preparation or adoption by an authority at national, regional or local level (Regulation 2);

b) is prepared for town and country planning or land use and it is a plan that sets the framework for future development consent of projects generally (Regulation 5); and

c) will apply to a wider area other than a small area at local level and is not a minor modification to an existing plan or programme (Regulation 5).

4.2 A determination under Regulation 9 is therefore required as to whether the draft CNPR is likely to have significant effects on the environment.

4.3 The screening requirements set out in Regulation 9 and Schedule 1 of the SEA Regulations includes two sets of characteristics for determining the likely significance of effects on the environment. These relate to i) the characteristics of the draft CNPR and ii) the characteristics of the effects and of the area likely to be affected by the draft CNPR. In making a determination, Wiltshire Council will take into account the criteria specified in Schedule I of the Regulations which are follows:

1. The characteristics of the plans and programmes, having regard in particular to:

(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;

(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;

(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;

(d) environmental problems relevant to the plan or programme; and

(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

(a) the probability, duration, frequency and reversibility of the effects;

(b) the cumulative nature of the effects;

(c) the transboundary nature of the effects;

(d) the risks to human health or the environment (for example, due to accidents);

(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);

(f) the value and vulnerability of the area likely to be affected due to—

(i) special natural characteristics or cultural heritage;
(ii) exceeded environmental quality standards or limit values; or
(iii) intensive land-use; and

(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.

The screening assessment of the draft CNPR is set out below:

Criteria (Schedule 1 SEA Regs.)	Significant environmental effects likely?	Justification and evidence
1. The characteristics of plans, having regard, in particular, to:		
(a) the degree to which the plan sets a framework for projects and other activities, either with regards to the location, nature, size and operating conditions or by allocating resources	No	The neighbourhood plan covers the parish of Crudwell. Whilst the draft Plan does set a framework for projects at the parish level, it does not set a framework for a significant degree of projects or other activities.
(b) the degree to which the plan influences other plans and programmes including those in a hierarchy	No	The draft CNPR is produced by the local community to influence development at the local parish level. The draft CNPR will not have a significant influence on other plans and programmes or those in a hierarchy. All neighbourhood plans must be in general conformity with the strategic policies contained in the development plan for the area, contribute to the achievement of sustainable development and have regard to national policies.
(c) the relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development	No	The draft CNPR is a land-use plan that promotes sustainable development, in general conformity with the Local Plan and national planning guidance. It is not a Plan specifically relating to the integration of environmental considerations.
(d) environmental problems relevant to the plan	No	There are no known specific environmental problems relevant to this Plan.
(e) the relevance of the plan for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	No	The neighbourhood plan is not relevant as a plan for implementing Community legislation.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:		
(a) the probability, duration, frequency and reversibility of the effects	Yes	The draft CNPR proposes the allocation of two residential development sites, Carpenters Yard and Ridgeway Farm, and a new car park to serve the primary school. The Carpenters Yard site is located immediately adjacent to the Crudwell Conservation Area and lies partially within Flood Zones 2 and 3, indicating a higher risk of fluvial flooding. The proposed school car park also lies within Flood Zones 2 and 3 and extends into the conservation area. Given the scale and location of the proposed allocations, and the potential for effects on heritage, flood risk, and the local environment, it is considered likely that the plan will have significant environmental effects. A Strategic Environmental Assessment (SEA) is therefore required.

(b) the cumulative nature of the effects	No	No specific cumulative effects of the proposals are considered likely.
(c) the transboundary nature of the effects	No	No transboundary effects with other EU countries are considered likely to be significant.
(d) the risks to human health or the environment (for example, due to accidents)	No	There are no significant environmental effects considered likely to risk human health or the environment.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	The draft CNPR covers one parish. Significant environmental effects due to the geographic size of the area and population size are not considered likely.
(f) the value and vulnerability of the area likely to be affected due to— (i) special natural Characteristics or Cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use;	Yes	See 2a above.
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	Yes	See 2a above.

5. SEA Screening decision

5.1 Regulation 9 of the SEA Regulations requires that the responsible authority (Wiltshire Council) shall determine whether or not a plan is likely to have significant environmental effects. The responsible authority shall —

(a) take into account the criteria specified in Schedule 1 to these Regulations; and
(b) consult the consultation bodies (Historic England, Natural England, Environment Agency).

5.2 Where the responsible authority determines that the plan is unlikely to have significant environmental effects (and, accordingly, does not require an environmental assessment), it shall prepare a statement of its reasons for the determination.

5.3 Wiltshire Council considers that the draft CNPR **is likely to have significant environmental effects** and accordingly **a Strategic Environmental Assessment is required.** This decision is made for the following reason:

Reason 1: The draft CNPR proposes the allocation of two residential development sites, Carpenters Yard and Ridgeway Farm, and a new car park to serve the primary school. The Carpenters Yard site is located immediately adjacent to the Crudwell Conservation Area and lies partially within Flood Zones 2 and 3, indicating a higher risk of fluvial flooding. The proposed school car park also lies within Flood Zones 2 and 3 and extends into the conservation area. Given the scale and location of the proposed allocations, and the potential for effects on heritage, flood risk, and the local environment, it is considered likely that the plan will have significant environmental effects. A Strategic Environmental Assessment (SEA) is therefore required.

5.4 This SEA screening is based on, and accompanied by, draft policy and allocation information, March 2025. It is possible that these proposals may change. If the draft Plan is subsequently amended significantly from these proposals i.e. changes that substantially alter the draft plan and/or are likely to give rise to additional significant environmental effects, or it is subsequently decided that the draft Plan should be subject to an Appropriate Assessment under the Habitats Regulations, this SEA screening must be reviewed. In this instance, the Qualifying Body should request a revised SEA screening assessment from Wiltshire Council.

6. Consultation on SEA screening decision

6.1 This screening decision was sent to Natural England, Environment Agency and Historic England, requesting comments within a 5-week period from 23rd July 2025 to 27th August 2025.

6.2 Comments were received from all three bodies. Natural England and Historic England agreed with the Council's decision that an SEA is required for the Neighbourhood Plan, the Environment Agency advised that they did not currently have capacity to screen Neighbourhood Plans. Comments received are included in Appendix A.

Appendix 1 – consultation comments received from the consultation bodies

Historic England

Thank you for your consultation on the SEA Screening associated with the Draft Crudwell Neighbourhood Plan Review.

Your authority's Screening Report is accompanied by a briefing paper from the Plan's Steering Group and Parish Council which sets out the basis for the allocation of sites for housing, employment and a car park. Location maps for each allocation have also been provided. These are proposed as new allocations relative to the previously made Plan which we assume remains extant, the site allocations in which we also assume are not being carried forward in any form as they are not referred to in the briefing paper.

No other policy details have been provided. While these might not have contributed to the need for a full SEA they might nonetheless have provided helpful identification of further issues which the SEA process could usefully give emphasis to.

Your authority's analysis of the proposed site allocations identifies their potential to impact, inter alia, on designated heritage assets and this contributes to its conclusion that a full SEA will be required.

We are happy to concur with this conclusion.

Environment Agency

In response to your recent SEA screening opinions for the above neighbourhood plans, we do not currently have the resources to screen each NP as we usually would. Therefore please use the following generic advice as you see fit. Please do consult us on future stages of these NPs.

We encourage you to seek ways in which the neighbourhood plan can improve the local environment at the earliest stages. Together with Natural England, English Heritage and Forestry Commission we have published joint guidance on neighbourhood planning, which sets out sources of environmental information and ideas on incorporating the environmental into your plan. This is available at: https://neighbourhoodplanning.org/toolkits-and-guidance/consider-environment-neighbourhood-plans/

Natural England

Draft Crudwell Neighbourhood Plan - SEA Screening Consultation

Thank you for your consultation on the above dated 23 July 2025.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

We have considered the screening assessment of the Neighbourhood Plan against the requirements of the criteria set out in the SEA Directive. Based on the information provided, Natural England agrees the Neighbourhood Plan appears likely to give rise to significant environmental effects and your conclusion that a Strategic Environmental Assessment is required is reasonable.

Document 2: Habitat Regulations Assessment Screening Decision, Wiltshire Council, July 2025

CRUDWELL NEIGHBOURHOOD PLAN HABITATS REGULATIONS ASSESSMENT (HRA)

1. Introduction

1.1. This Habitats Regulations Assessment (HRA) relates to the allocated sites policies in the modified Crudwell Neighbourhood Plan, hereafter referred to as the NP, which comprises the Pre-Regulation 14 consultation draft and which was submitted to Wiltshire Council in April 2025. A full copy of the NP has not been received at this stage, this HRA is based on the information provided which only relates to the site allocation policies, including 5 plans to support the information, and does not include policy wording. No other information has been provided at this stage. The Crudwell NP was made in 2021 and is being re-screened under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019[1], hereafter referred to as the Habitats Regulations, due to amendments to some policies within the NP and the requirement for the qualifying body to consult the local planning authority on the proposed modifications to the NP. The housing provision allocated within the NP has increased from 20-25 dwellings to 40 dwellings.

1.2. The HRA has been carried out to comply with Regulation 105 of the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019[2], hereafter referred to as the Habitats Regulations. Under these Regulations, a competent authority must consider whether a relevant plan is likely to have a significant effect on any European sites (formerly also referred to as Natura 2000 sites and now known as the national site network[3]) before deciding to give any consent, permission or other authorisation. If the screening exercise demonstrates significant effects are likely, whether or not these are addressed through mitigation measures[4], the competent authority must undertake an appropriate assessment to examine the effects of the plan on the conservation objectives of the European sites in question, consult the appropriate nature conservation body and have regard to its representations. Both the screening, and any subsequent AA must consider the impacts of the plan alone and in combination with other plans or projects.

1.3. It is usually the case that a plan of this nature does not go into the detailed aspects of development proposals and therefore the full effects of potential development cannot be accurately assessed at the plan making stage. Those details will typically be identified through a planning application which would be subject to further, more detailed HRA. The principle that a HRA need only consider the effects of a proposal or policy in as much detail as is specified by the plan was explained by Advocate General Kokott in a judgement brought against the UK government in 2005:

[1] On 1st January 2021 the Conservation of Habitats and Species Regulations 2017 were amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Most of these changes involved transferring functions from the European Commission to the appropriate authorities in England and Wales. All other processes or terms in the 2017 Regulations remain unchanged and existing guidance is still relevant. The obligations of a competent authority in the 2017 Regulations for the protection of sites or species do not change Changes to the Habitats Regulations 2017 - GOV.UK (www.gov.uk)

[2] On 1st January 2021 the Conservation of Habitats and Species Regulations 2017 were amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Most of these changes involved transferring functions from the European Commission to the appropriate authorities in England and Wales. All other processes or terms in the 2017 Regulations remain unchanged and existing guidance is still relevant. The obligations of a competent authority in the 2017 Regulations for the protection of sites or species do not change Changes to the Habitats Regulations 2017 - GOV.UK (www.gov.uk)

[3] Due to the Conservation of Habitats and Species Regulations 2017 (as amended) being amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 on 1st January 2021.

[4] Court of Justice of the European Union, Case C 323/17 “People Over Wind”/P. Sweetman v Coillte Teoranta

"*Many details are regularly not settled until the time of the final permission. It would also hardly be proper to require a greater level of detail in preceding plans or the abolition of multi-stage planning and approval procedures so that the assessment of implications can be concentrated on one point in the procedure. Rather, adverse effects on areas of conservation must be assessed at every relevant stage of the procedure to the extent possible on the basis of the precision of the plan. This assessment is to be updated with increasing specificity in subsequent stages of the procedure*."[5]

1.4. Where AA is undertaken, the competent authority may go on to authorise the plan provided that it will not adversely affect the integrity of any European sites. Where an **adverse effect on** the **integrity (AEoI)** of any European sites cannot be ruled out, and where there are no alternative solutions, the plan can only be authorised and proceed if there are **imperative reasons** of **over-riding public interest (IROPI)** and if the necessary compensatory measures can be secured.

1.5. Wiltshire Council has conducted the following HRA as competent authority for the Crudwell NP. Where risks to European sites are identified, changes are recommended to remove or reduce the risks, and these should be incorporated into the plan before it is made. Likewise, if the policies or planning context change after the HRA is completed, the HRA process must be repeated before the final plan is considered by a referendum and adopted.

2. Screening Methodology

2.1. Each element of the plan has been categorised against screening criteria developed by Natural England (NE) to provide a clear audit trail for the screening assessment.

2.2. The screening criteria used are as follows:

- Category A1: The policy will not itself lead to development e.g., because it relates to design or other qualitative criteria for development.
- Category A2: The policy is intended to protect the natural environment.
- Category A3: The policy is intended to conserve or enhance the natural, built or historic environment.
- Category A4: The policy would positively steer development away from European sites and associated sensitive areas.
- Category A5: The policy would have no effect because no development could occur through the policy itself, the development being implemented through other policies in the same plan, which are more specific and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.
- Category B: No significant effect.
- Category C: Likely significant effect alone.
- Category D: Likely significant effects in combination.

2.3. The effect of each policy has been considered both individually and in combination with other plans and projects (see Table 1 in Section 4 below). Where potential for likely significant effects have been identified, an appropriate assessment is presented in subsequent sections.

3. Higher Level HRAs

Wiltshire Core Strategy

[5] Commission of the European Communities v UK and NI, opinion of Advocate General Kokott, 9 June 2005, Case C-6/04

3.1 The Wiltshire Core Strategy (WCS) HRA (October 2009, February 2012[6], March 2013[7], February 2014[8] and April 2014[9]) identified general parameters to determine the likelihood of potential impacts on European sites/Natura 2000 sites (now known as the national site network[10]). The following potential impact pathways and associated parameters were identified and assessed for the European sites stipulated below.

- *Recreation – European sites within 5km of the plan area, or where the New Forest Special Protection Area (SPA)/Special Area of Conservation (SAC) is within 13.8km (extended to 15km where HRA indicates this is necessary) of the plan area or where Salisbury Plain SPA/SAC is within 15km (it should be noted that the relevant parameter for the latter has since been revised on the basis of data obtained by means of visitor surveys and is now 6.4km):*
    - Salisbury Plain SPA / SAC
    - River Avon SAC
    - New Forest SAC / SPA
    - Bath and Bradford on Avon Bats SAC (added post adoption of Wiltshire Core Strategy)
- *Hydrology / Hydrogeology – European sites that fall wholly or partly within the Wessex Water Resource Zone* may be susceptible to impact:
    - Salisbury Plain SAC / SPA
    - Bath and Bradford on Avon Bats SAC
    - Pewsey Downs SAC
    - North Meadow and Clattinger Farm SAC
    - River Avon SAC
    - River Lambourn SAC
    - Kennet & Lambourn Floodplain SAC
- *Air Pollution / Nitrogen Deposition – European sites within 200m of a main road*
    - Porton Down SPA
    - Salisbury Plain SAC / SPA
    - Southampton Water SPA
    - North Meadow and Clattinger Farm SAC
    - River Avon SAC
    - Rodborough Common SAC
    - Cotswolds Beechwoods SAC
- *Physical Damage / Interruption of Flight Lines / Disturbance*
    - Bath and Bradford on Avon Bats SAC

[6] Wiltshire Core Strategy Submission Draft – Assessment under the Habitats Regulations, Wiltshire Council, February 2012
[7] Wiltshire Core Strategy – Assessment under the Habitats Regulations, Wiltshire Council, March 2013
[8] Update to the Wiltshire Core Strategy habitats Regulations Assessment, February 2014 (Exam/89)
[9] Wiltshire Core Strategy Updated Habitats Regulations Assessment, April 2014
[10] On 1st January 2021 the Conservation of Habitats and Species Regulations 2017 (as amended) were amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

- Porton Down SPA
- Chilmark Quarries SAC (added post adoption of Wiltshire Core Strategy)
- Mottisfont Bats SAC (added post adoption of Wiltshire Core Strategy)

Wiltshire Housing Site Allocations Plan

3.2 Since the WCS was adopted, the Council published a pre-submission draft of the Wiltshire Housing Site Allocations Plan (WHSAP) together with a HRA dated 21 June 2017. A schedule of proposed changes was considered by Cabinet supported by an Addendum to the HRA dated May 2018. A further schedule of changes and an Addendum to the HRA incorporating minor factual changes were published in September 2018 for public consultation. Subsequently, the WHSAP (Council Version, February 2020) was adopted by Full Council on 25th February 2020, and this was accompanied by the final WHSAP Assessment under the Habitats Regulations (Wiltshire Council, February 2020).

3.3 The screening criteria for the adopted WHSAP and final HRA were modified for some European sites from those used for the WCS subsequent to the acquisition of results from new surveys, and in light of advice from Natural England. This includes the zone of influence (ZoI) around the Salisbury Plain SPA used to screen for likely significant effects as a result of recreational pressure being revised from 15km to 6.4km on the basis of data obtained by means of visitor surveys.

3.4 Furthermore, since the Core Strategy was adopted, NE has advised Wiltshire Council of its concerns regarding the growing number of visitors to the North Meadow and Clattinger Farm SAC in recent years which has led to an increase in trampling. NE has advised that this is particularly evident at North Meadow (which is also a National Nature Reserve (NNR)) during April and May when visitors come to see the Snake's-head fritillaries in flower. NE considers that the increase in recreational pressure upon the SAC is primarily as a result of increases in the local population, and that major new housing developments within a short travel distance of North Meadow are likely to add to the existing visitor pressure and trampling effects.

3.5 The North Meadow and Clattinger Farm SAC Interim Recreation Mitigation Strategy 2023 – 2028 (May 2023, strategy approved for use by Wiltshire Council in November 2023) sets out the mitigation strategy for the North Meadow component of the SAC with regards to new residential and tourism accommodation developments within the identified ZoI. The Clattinger Farm component of the SAC is not subject to the strategy. The Interim Recreation Mitigation Strategy sets out two ZoI, an Inner Zone of 0km - 4.2km and an Outer Zone of 4.2km – 9.4km. The Inner Zone represents the area within which 75% of local year round users (e.g. dog walkers) originate. The Outer Zone represents the area within which 75% of those people who visit to view the Snake's-head fritillaries during the main flowering season originate[11]. Mitigation will be achieved through financial contributions to Strategic Access Management Monitoring (SAMM), Infrastructure Mitigation Projects (IMP) and/or Suitable Alternative Natural Greenspace (SANGs). Developments of over 50 units within the Inner Zone will be expected to provide their own SANG unless a financial contribution to the IMP/SANG project system can be robustly justified. The strategy is an interim approach and will be reviewed within 5 years following further monitoring and surveys.

3.6 Potential recreational impacts on the New Forest SPA/SAC were initially identified by the HRA to the South Wiltshire Core Strategy which was adopted in 2012. The HRA identified an 8km ZoI around the SPA/SAC. Core Policy 50 of the WCS addressed the New Forests mitigation requirements, identifying the need for a New Forest Mitigation Strategy. Since the WCS was adopted, the council has joined a partnership of local authorities seeking to develop a strategic approach to mitigation including the

[11] North Meadow and Clattinger Farm SAC Interim Recreation Mitigation Strategy 2023 – 2028. Cotswold District Council, Swindon Borough Council and Wiltshire Council in partnership with Natural England. May 2023

extent of the zone of influence and how to fairly reflect different visit rates within it. This evidence informed the preparation of an Interim Recreation Mitigation Strategy by Wiltshire Council.

3.7 The WCS adopted the 8km zone of influence, however, as discussed in the latest iteration of the council's strategy, from 1st September 2021, this was revised to 13.8km, and may be extended to include applications within 15km, where demonstrated to be necessary through a bespoke appropriate assessment.

3.8 At a Cabinet meeting on the 7th May 2024, a revised mitigation approach with regards to recreational impacts on the New Forest SPA/SAC was agreed for all new residential and tourism developments within the ZoIs around the SPA/SAC. This revised approach maintains the 13.8km and 15km ZoIs and came into effect immediately. The revised Recreation Mitigation Strategy document will be published on the Council's website shortly.

3.9 The revised approach requires developers to provide a contribution of £600 per dwelling/unit towards Strategic Access Management and Monitoring (SAMM) for all new residential and tourism developments within the ZoIs, including those coming forward under permitted development. Residential developments of 50 or more dwellings on greenfield or brownfield sites would also be required to provide an area of Suitable Alternative Natural Greenspace (SANG).

3.10 The details of the revised approach are set out in the Cabinet paper dated 7th May and can be found here: Cabinet paper 7th May - Revised New Forest Mitigation Strategy.

3.11 Since the WCS was adopted and on the advice of NE, any plan or project that will lead to development within the catchment of the River Avon SAC must be phosphorous neutral and be subject to appropriate assessment which concludes no adverse effect on the SAC alone or in-combination with other plans or projects in order to be authorised.

Emerging Evidence and Advice from Natural England Subsequent to Adoption of WHSAP

3.12 Similarly, it came to light in spring 2020 that any plan or project that will lead to development within the catchment of the River Test must be nitrogen neutral as the Test drains into the Solent and this region is protected by a number of European and international designations including the Solent Maritime SAC, Chichester and Langstone Harbours SPA, Portsmouth Harbour SPA and Solent and Southampton Water SPA and Ramsar site. In 2018 and 2019 Natural England undertook a number of condition assessments of the features of these designated sites around the Solent. These assessments identified that high levels of nitrogen and phosphorus are entering this water environment and that there is sound evidence that nitrogen in particular is causing eutrophication at the aforementioned designated sites and that the resulting excessive growth of green algae and plants, which reduces oxygen and light levels, is leading to negative effects on the special features for which the European sites are designated. These nutrient inputs currently mostly come either from agricultural sources or from wastewater from existing housing and other development. These findings were published by Natural England in June 2020 in *Advice on Achieving Nutrient Neutrality for New Development in the Solent Region.* This advice also stipulates that:

"There is uncertainty as to whether new growth will further deteriorate designated sites. This issue has been subject to detailed work commissioned by local planning authorities (LPAs) in association with Natural England, Environment Agency and water companies. This strategic work, which updates early studies, is on-going. Until this work is complete, the uncertainty remains and the potential for future housing developments across the Solent region to exacerbate these impacts creates a risk to their potential future conservation status.

One way to address this uncertainty is for new development to achieve nutrient neutrality. Nutrient neutrality is a means of ensuring that development does not add to existing nutrient burdens and this

provides certainty that the whole of the scheme is deliverable in line with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

This report sets out a practical methodology to calculating how nutrient neutrality can be achieved. This methodology is based on best available scientific knowledge, and will be subject to revision as further evidence is obtained. It is our advice to local planning authorities to take a precautionary approach in line with existing legislation and case-law when addressing uncertainty and calculating nutrient budgets."

3.13 In accordance with Natural England's advice, any plan or project which will lead to development within the catchment of the River Test cannot be approved unless nitrogen neutrality has been demonstrated via quantitative means, and an AA conducted by the competent authority has concluded beyond reasonable scientific doubt that there would be no adverse effects on the integrity of any of the Solent region European sites.

3.14 In 2022 the River Lambourn SAC and the Somerset Levels and Moors Ramsar site were identified by NE as being in unfavourable condition due to excessive phosphorus inputs. A very small area of both of these sites are located within Wiltshire. Any overnight accommodation development within the catchment of the SAC or Ramsar site are now required to demonstrate phosphorous neutrality and be subject to an appropriate assessment which concludes no adverse effect on the SAC or Ramsar site alone or in-combination with other plans or projects in order to be authorised.

Screening of the Crudwell NP Area

Recreation

3.15 The Salisbury Plain SAC habitat features were screened out of appropriate assessment for the Wiltshire Core Strategy in respect of recreational pressure on the advice of Natural England. Recreational/visitor pressure is a known issue for the Salisbury Plain SPA. The Salisbury Plain SPA can also be screened out of appropriate assessment in respect of this NP as the NP area is located a substantial distance beyond the 6.4km ZoI around the SPA within which the majority (75%) of visitors to the Plain are expected to live. This is based on the data collated by means of a visitor survey commissioned by Wiltshire Council in 2015.

3.16 Recreational pressure on the River Avon SAC is recognised to occur in limited circumstances predominately where significant development lies immediately adjacent or in close proximity to the river, which will not occur as a result of this NP as the closest component of the River Avon SAC lies approximately 34km to the south east of the NP area at its closest point and has therefore been screened out of appropriate assessment.

3.17 The NP area lies a substantial distance beyond the 13.8km ZoI around the New Forest SPA/SAC within which the majority of day visitors to the New Forest originate[12]. Appropriate assessment with respect to the New Forest SPA/SAC has therefore been screened out.

3.18 The NP area lies approximately 24.1km from the nearest component of the Bath and Bradford on Avon Bats SAC and there are no core roosts functionally linked to the SAC or core areas associated with core roosts within the NP area. Therefore, appropriate assessment with respect of this European site can be screened out.

3.19 The outer 4.2km – 9.4km recreational ZoI around the North Meadow component of the North Meadow and Clattinger Farm SAC lies approximately 153m to the east of the NP area at the closest point. The Clattinger Farm component of the SAC lies approximately 1.3km to the north east of the NP area at the closest point however, this component of the SAC has not been identified by Natural England as being under significant recreational pressure and does not currently have an evidenced ZoI. As such appropriate assessment with respect of this European site can be screened out.

[12] Wiltshire Core Strategy Updated Habitats Regulations Assessment, April 2014

Hydrology / Hydrogeology

3.20 In terms of hydrology/hydrogeology, the NP area lies within the catchment of the Upper Thames and as such there is no pathway for a likely significant effect on the River Avon SAC as a result of the NP.

3.21 The North Meadow and Clattinger Farm SAC is the only SAC to lie within the Upper Thames catchment. The 2013 HRA for the Wiltshire Core Strategy identified that additional housing or employment development within the Malmesbury Community Area (CA) had the potential to alter the hydrological regime of the SAC through increased abstraction. The HRA goes on to state that the site *'lies within the Wessex Water Northern Resource Zone and additional water consumption is planned for within the Water Resource Management Plan, which has itself been subjected to Habitats Regulations Assessment and concluded that additional housing would have no likely effects upon the site'*.

3.22 The Site Improvement Plan for the SAC has identified inappropriate water levels and water pollution as pressures or threats to the SAC. Development of the two allocated sites would be required to produce a Construction Environmental Management Plan (CEMP) and to implement pollution prevention measures during construction and operation. Development would also be subject to an approved drainage strategy and would be required to provide attenuation measures on site.

3.23 The NP allocates two sites for residential development, one for 15 dwellings and one for 25 dwellings, and supports small scale infill development. A project level HRA may be required for developments coming forward as supported by the NP and this would be considered at the planning application stage.

3.24 The North Meadow and Clattinger Farm SAC can therefore be screened out of appropriate assessment at the plan level with regards to hydrological/hydrogeological impacts due to the proposed scale of residential development supported by the NP and the measures which would be required during construction and operation.

Air Pollution / Nitrogen Deposition

3.25 The Wiltshire Core Strategy HRA identified that increased traffic would lead to potential effects through an increase in atmospheric pollution and nitrogen deposition upon a range of European sites within 200m of a main road. Such effects were considered to be very small and difficult to predict at the strategic level[13]. The Crudwell NP allocates two sites for residential development for a total of 40 dwellings. The allocated sites lie within close proximity to the A429 however this road does not lie within 200m of the North Meadow and Clattinger Farm SAC, it lies over 4km from the Clattinger Farm component of the SAC. All of the other European sites listed above are a considerable distance from the NP area. As such it is concluded that the NP will not result in significant effects on European sites as a result of nitrogen or particulate matter deposition.

Physical Damage / Interruption of Flight Lines / Disturbance

3.24. The NP area is located approximately 36.9km from Salisbury Plain SPA and 57.7km from Porton Down SPA, from its closest point. Therefore, it is considered that the plan area is sufficiently distant from the two SPAs and known functionally linked habitat, for any development within the plan area to cause direct physical damage to, or fragmentation of, breeding and foraging habitat for the Annex I species stone-curlew. The plan area is also considered too remote for development within the plan area to result in anthropogenic disturbance or visual stimuli that could have an adverse effect on stone-curlew breeding at either SPA.

3.25. In terms of the potential to cause physical damage to features which provide habitat for bats, such as breeding, roosting and foraging habitat, and the potential to interrupt or fragment/sever bat flight lines, or to cause disturbance to such features, it is deemed that the NP area is too remote to have implications

[13] Update to the Wiltshire Core Strategy Habitats Regulations Assessment, February 2014 (Exam/89)

for bats at the Bath and Bradford on Avon Bats SAC, the Mottisfont Bats SAC or the Chilmark Quarries SAC.

4. Screening of Allocated Site Policies in the Crudwell Neighbourhood Plan

4.1 Information has been provided with regards to four site allocation policies, however draft policy wording has not been provided at this stage. The information provided is detailed and assessed in Table 1 below. It is assumed that a complete draft version of the NP will be available for review at the Regulation 14 stage.

4.1 Two of the policies would lead directly to development, namely the housing policy and the primary school car park policy, and they allocate two sites within the NP area for residential development of approximately 40 dwellings in total and one site for a new car park for the primary school. It is deemed that development at these allocated sites would not result in likely significant effects on any European sites, either alone or in-combination with other plans or projects.

4.2 Furthermore, it is considered that none of the other policies provided at this stage would lead directly to development, nor would they result in a likely significant effect on any European sites, either alone or in-combination with other plans or projects. This is due to the nature, scope and scale of the proposals set out in the NP, and on account of the distance of the NP area from any European sites and the absence of a potential pathway for effect.

TABLE 1: Habitats Regulations Assessment Screening of the Crudwell Neighbourhood Plan

A / B (Green) – Screened out

C / D (Red) – Screened in

Policy	Screening Category	Policy Summary and Assessment under Habitats Regulations	Comments and Recommendations
Housing	B	*The Neighbourhood Plan responds to the possibility that the Local Plan's housing requirement will increase through the examination, to reflect the Government's Local Housing Need figures. As a result, Crudwell Neighbourhood Plan proposes to deliver 67 dwellings, rather than the 39 referred to in the submission draft Local Plan. After completions and commitments, this leaves a residual requirement of 39 dwellings, rather than the 11 referred to in the submission draft Local Plan. That residual requirement is proposed to be met by allocating the following two housing sites:* • *Carpenters Yard (drawing CPC003 attached) - currently proposed to be allocated for up to 15 dwellings (although we are waiting for the landowner to confirm capacity)* • *Ridgeway Farm (drawing CPC004 attached) - currently proposed to be allocated for up to 25 dwellings* The aim of this policy will be to allocate two sites for residential development for a total of 40 dwellings. Based on the information provided, it is considered unlikely that the proposed allocated sites would have a significant effect on any European sites. Developments will be considered at the planning application stage to ensure they comply with this policy, the NPPF and other relevant Development Plan policies.	
Primary School Car Park	A1/B	*Drawing CPC005 shows a proposed new car park for the primary school. We have had initial discussions with Wiltshire Highways about this, and they were generally positive, although more work is needed. The Parish Council has also had positive discussions with the landowner, so we believe this is deliverable. The work yet to be done includes determining the site's capacity, but at this stage we anticipate that it would accommodate space for 30 to 40 cars.* The aim of this policy will be the allocation of a site to the south of Crudwell C of E Primary School for a new car park. Based on the information provided, it is considered unlikely that the policy would have a likely significant effect on any European sites.	

Policy	Screening Category	Policy Summary and Assessment under Habitats Regulations	Comments and Recommendations
		Developments will be considered at the planning application stage to ensure they comply with this policy, the NPPF and other relevant Development Plan policies.	
Kemble Business Park	A1	*The Kemble Business Park policy (drawing CPC006) would protect the Business Park for employment uses, similar to Core Policy 35/ emerging Local Plan policy 65.* The aim of this policy will be to ensure the Kemble Business Park is protected for business uses. Based on the information provided, the policy is considered unlikely to have a likely significant effect on any European sites. Developments will be considered at the planning application stage to ensure they comply with this policy, the NPPF and other relevant Development Plan policies.	
Cotswold Airport	A1	*The Cotswold Airport policy would reflect policies in the current Cotswold Local Plan and Kemble & Ewen Neighbourhood Plan, both of which protect the part of the Airport in Cotswold District for employment uses. As there is no similar policy relating to the part of the Airport in Wiltshire, we propose to include such a policy in the Neighbourhood Plan. The following draft wording is based on the wording of the Kemble & Ewen NP policy:* *Changes of use of existing buildings and any new development within the areas at Cotswold Airport shown on the Policies Map will be supported provided they are for employment related uses and are compatible with the use of the land as an airport and provided that the impact on the residential amenity and local environment is met when assessed against the following:* *a. Impact on the local community and others, including by way of noise, visual amenity, traffic generation, odours, and air pollution; and* *b. Impact on designated natural and built environment assets, the AONB and the local landscape.* *To reduce traffic impacts and support sustainable development, all development proposals which are likely to have significant transport implications should be supported by a travel plan to seek, as far as possible, that movements by private car are reduced.*	

Policy	Screening Category	Policy Summary and Assessment under Habitats Regulations	Comments and Recommendations
		Where negative impacts are identified after assessing proposals in relation to Policy CA1 these should be mitigated where possible. Where significant negative impacts cannot be satisfactorily mitigated, planning permission should be refused. The aim of this policy will be to ensure that any development at the Cotswold Airport is compatible with the existing uses and does not affect the residential or environmental amenity of the surrounding area. Based on the information provided, the policy is considered unlikely to have a likely significant effect on any European sites. Developments will be considered at the planning application stage to ensure they comply with this policy, the NPPF and other relevant Development Plan policies.	

5 Conclusion

5.1 The HRA screening exercise presented in this document has concluded that the site allocation policies in the Crudwell Neighbourhood Plan will not result in, in their current form, a likely significant effect on any European sites or their qualifying features either alone or in-combination with other plans and projects. Therefore, it has not been necessary to subject the NP to an appropriate assessment under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

5.2 It should be noted that if any changes are made to the NP or the policies contained therein, it will be necessary for the amended NP to be subject to a repeat HRA screening exercise before it can be 'made'.

Prepared by Naomi Harvey, Ecologist, Wiltshire Council, 14th July 2025

Version 1.0 14/07/2025

Document 3: SEA for the Crudwell Neighbourhood Plan, AECOM, January 2026

Strategic Environmental Assessment (SEA) for the Crudwell Neighbourhood Plan

Environmental Report to accompany the Regulation 14 version of the Neighbourhood Plan

Crudwell Parish Council

January 2026

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
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Revision History

Revision	Revision date	Details	Name	Position
V1.0	December 2025	Draft for Neighbourhood Group comment	R.C.	Principal Planner
V1.1	January 2026	Full draft for review	R.C.	Principal Planner
V1.2	12 Janaury 2026	Full draft for QB review	C.B.	Associate Director

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Table of Contents

Non-Technical Summary ..... i-xii

1. Introduction 1
2. Local Plan Context and Vision for the Neighbourhood Plan 5
3. What is the Scope of the SEA? 8

Part 1: What has plan-making/ SEA involved up to this point?

4. Introduction (to Part 1) 23
5. Establishing reasonable alternatives 25
6. Assessing reasonable alternatives 30
7. Identifying the preferred approach 44

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2) 45
9. Appraisal of the Regulation 14 Version of the Neighbourhood Plan 48
10. Conclusions and recommendations 53

Part 3: What are the next steps?

11. Next steps and monitoring 56

Appendix A – Individual Site Assessments 57

- Site 1: Carpenters Yard (15 homes) 57
- Site 2: Coach House (22 homes) 63
- Site 3: Ridgeway Farm (25 homes) 68
- Site 4: South of Tetbury Lane (60 homes) 72
- Site 5: Car Park 77
- Site 4R (Site 4 revised): South of Tetbury Lane (40 homes) 82

Non-Technical Summary

What is Strategic Environmental Assessment?

A Strategic Environmental Assessment (SEA) has been undertaken to inform the Crudwell Neighbourhood Plan (hereafter referred to as "the CNP"). This process is required by the SEA Regulations.

Neighbourhood Plan groups use SEA to assess Neighbourhood Plans against a set of sustainability objectives developed in consultation with interested parties. The purpose of the assessment is to help avoid adverse environmental and socio-economic effects through the Neighbourhood Plan and identify opportunities to improve the environmental quality of the area covered by the Neighbourhood Plan and the quality of life of residents.

Purpose of this Environmental Report

The Environmental Report, which accompanies the Regulation 14 version of the CNP, is the latest document to be produced as part of the SEA process. The first document was the SEA Scoping Report (October 2025), which included information about the neighbourhood area's environment and community.

The purpose of this Environmental Report is to:

- Identify, describe, and evaluate the likely significant effects of the CNP and alternatives.
- Provide an opportunity for consultees to offer views on any aspect of the SEA process which has been carried out to date.

The Environmental Report contains:

- An outline of the contents and main objectives of the CNP and its relationship with other relevant policies, plans and programmes.
- Relevant aspects of the current and future state of the environment and key sustainability issues for the area.
- The SEA framework of objectives against which the CNP has been assessed.
- The appraisal of alternative approaches for the CNP.
- The likely significant effects of the CNP.
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects as a result of the CNP.
- The next steps for the CNP and accompanying SEA process.

What is the scope of the SEA?

The scope of the SEA is reflected in a list of themes, objectives, and assessment questions, which, taken together indicate the parameters of the SEA and provide a methodological 'framework' for assessment. A summary framework is presented below, and a full framework which includes assessment questions is provided within **Chapter 3** of the main report.

Table NTS1: Summary SEA framework

SEA theme	SEA objective
Biodiversity and geodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.
Land, soil, and water resources	Ensure the efficient and effective use of land, and protect and enhance water quality, using water resources in a sustainable manner.
Landscape	Protect and enhance the character and quality of the immediate and surrounding landscape.
Transportation and movement	Promote sustainable transport use and active travel opportunities and reduce the need to travel.

Plan-making/ SEA up to this point

In accordance with the SEA Regulations the Environmental Report must include:

- An outline of the reasons for selecting the alternatives dealt with; and
- The likely significant effects on the environment associated with alternatives/ an outline of the reasons for selecting the preferred approach in light of alternatives appraised.

As such, Part 1 of the Environmental Report explains how work was undertaken to develop and assess a ‘reasonable’ range of alternative approaches to the allocation of land for housing, or alternative sites.

Specifically, Part 1 of the report:

- Explains the process of establishing the reasonable alternatives.
- Presents the outcomes of assessing the reasonable alternatives; and
- Explains reasons for establishing the preferred option, considering the assessment (and other factors).

The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing given the following considerations:

- The CNP objectives, particularly housing objectives to allocate site(s) for housing development and provide sufficient and appropriate high-quality housing to meet local needs.

- Housing growth is known to be a matter of key interest amongst residents and other stakeholders; and
- The delivery of new homes is most likely to have a significant effect compared to the other proposals within the CNP. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

Housing numbers to deliver through the CNP

The adopted Local Plan (the Wiltshire Core Strategy) identifies Crudwell as a 'Large Village' in the settlement hierarchy, which is the fourth tier below 'Principal Settlements', 'Market Towns' and 'Local Service Centres'. The emerging Local Plan sets a housing requirement for Crudwell of 39 dwellings, with a residual requirement after completions and commitments of 11 dwellings.

Amendments to the National Planning Policy Framework in 2024 and 2025 include significant reforms aimed at boosting housing supply and supporting sustainable growth. One of the key changes is an updated Standard Method for calculating housing need. The new Local Housing Need (LHN) figure for Wiltshire is 73% higher than the emerging Local Plan provides for, and Wiltshire's housing land supply is below 5 years as a result.

If the new LHN figure was translated pro rata to Crudwell, this would imply a requirement for Crudwell of 67 dwellings, and a residual requirement of 39 dwellings to be built in Crudwell by 2038.

Consultation undertaken for the CNP to date suggests that this level of growth would be supported on the proviso that it also delivers significant affordable and/or self-build housing.

Consideration of potential site options

The site selection process began by identifying a pool of potential sites, which were identified through the Wiltshire Strategic Housing and Economic Land Availability Assessment (SHELAA)[1] and the Crudwell local Call for Sites. In total, six sites were identified for assessment, and four were carried forward to the Detailed Site Assessment. Two sites were discounted because they do not adjoin Crudwell, and their allocation above other sites that do adjoin the village would not conform with the strategic policies contained in the development plan for the area.

The remaining four sites in Table NTS2 have been assessed against the SEA framework developed during scoping and presented against the SEA themes.

Table NTS2: Sites taken forward for assessment in the SEA

Site ref	Name of Site, Address	Indicative Capacity
Site 1	Carpenters Yard	15
Site 2	Coach House	22
Site 3	Ridgeway Farm	25
Site 4	South of Tetbury Lane	60

Following individual site assessments, the steering group met with the developers of Site 4 to discuss the potential to reduce the site boundary and make a smaller site

[1] Wiltshire Council (no date). '*Monitoring and evidence*'. Available here.

more appropriate to deliver the residual requirement for 39 new homes. Following this discussion, the developer reduced the size of the proposed Site 4, and this new site could deliver 40 homes. On this basis, the site has been re-assessed as part of the SEA (Site 4 revised / Site 4R).

All individual site assessments are provided in Appendix A and depicted in Figure NTS1.

In addition to the 39 new homes, the neighbourhood plan has explored the potential to deliver a site for the development of a new school car park to help alleviate congestion concerns in proximity to the primary school. The land to the south-west of the Primary School (Site 5) is being considered for this, but its deliverability is not yet confirmed and at this stage, it is not expected to come forward during the plan period. Nevertheless, the SEA has undertaken an assessment of this site in isolation, alongside the housing sites discussed above. The assessment is provided in Appendix A.

Assessment of sites

For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping as a methodological framework. Where appropriate neutral effects, or uncertainty will also be noted. The following key is used:

Key (pre-mitigation)

Significant negative	SN	Significant positive	SP
Minor negative	MN	Minor positive	MP
Neutral	N	Uncertain	U

Every effort is made to predict effects accurately; however, where there is a need to rely on assumptions to reach a conclusion on a significant effect, this is made explicit in the appraisal text.

Finally, it is important to note that effects are predicted considering the criteria presented within Regulations.[2] So, for example, account is taken of the duration, frequency, and reversibility of effects.

A summary table for the assessment of sites is presented in **Table NTS3**, with detailed tables provided in Appendix A of the Environmental Report.

[2] Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 20004.

Figure NTS1: Site options

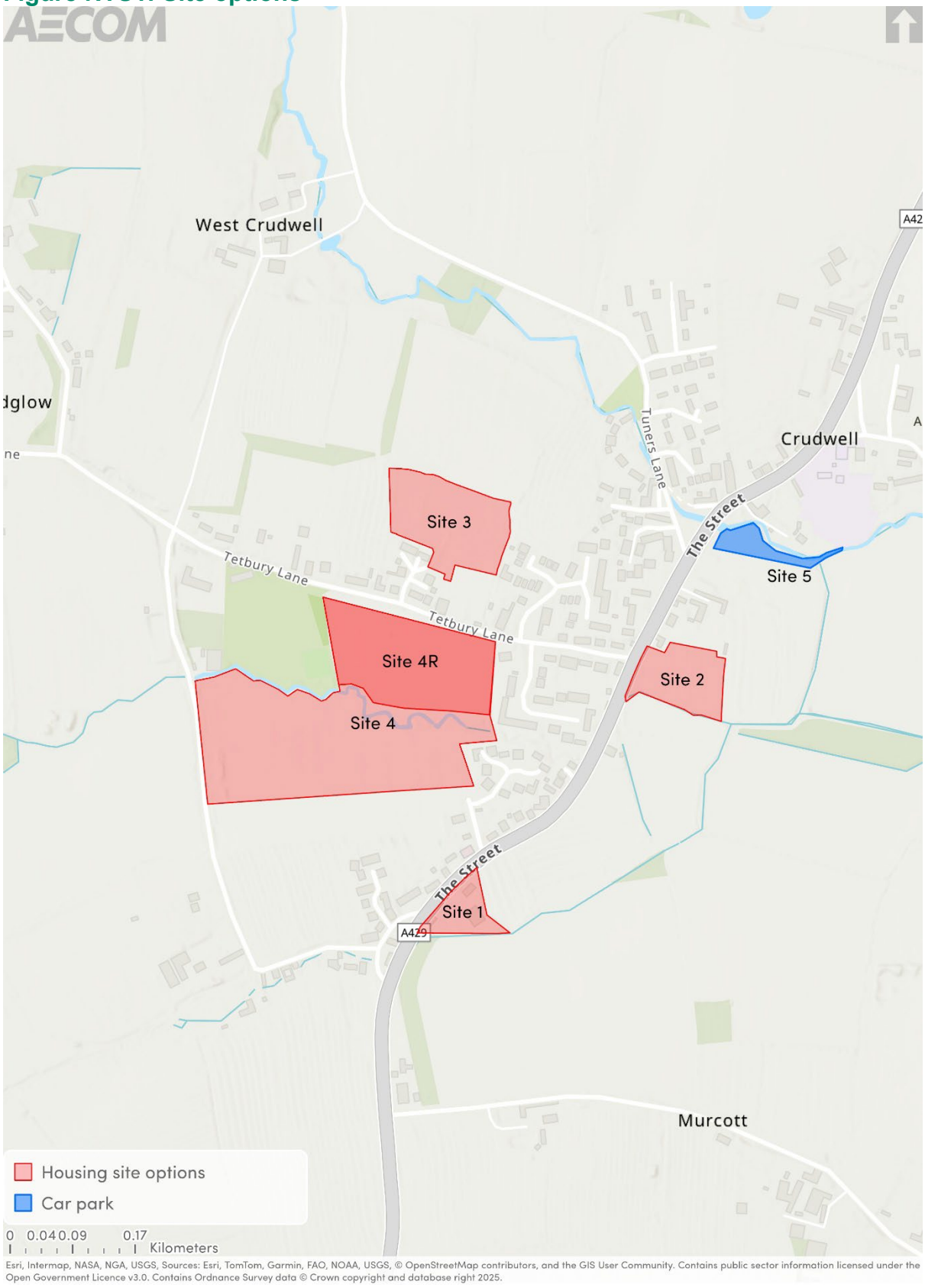

Table NTS3: Summary of individual site assessments

Theme	Site 1	Site 2	Site 3	Site 4	Site 5	Site 4R
Biodiversity and geodiversity	N	N	N	MN	N	N
Climate change (inc. flood risk)	MP	MN	N	SN	SN	MN
Landscape and villagescape	U	MN	MN	SN	SN	MN
Historic environment	MN	SN	MN	MN	SN	MN
Air, land, soil, and water resources	MN	SN	MN	SN	SN	SN
Community wellbeing (in. transport)	MP	MP	MP	SP	SP	SP

Spatial strategy options

With most of the site options unable to meet the housing need in full alone, there is a need to look further at the spatial strategy which may need to allocate two or more sites to deliver the residual need for 39 new homes. To support the choice of a development strategy for the CNP, the SEA process has identified two spatial strategy options as reasonable alternatives.

The residual housing need could potentially be met through a single larger allocation at Site 6 (Option 1), or by a combination of smaller allocations for which there are a choice of 3 sites (Option 2). The SEA has appraised the relative sustainability merits associated with these two options with a view to informing the plan making process.

Spatial strategy reasonable alternatives focus on the revised Site 4 (Site 4R) as the latest position on the site and which still aligns with the housing need.

To summarise the options are as follows:

- **Option 1**: Delivery of new housing through a single allocation at Site 4R.
- **Option 2**: Delivery of new housing through allocating two or more of the smaller sites (Sites 1, 2, and 3).

Figure NTS2 visually presents these two options.

Figure NTS2. Spatial strategy options to consider through the CNP

Spatial strategy options assessment

For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping as a methodological framework. Where appropriate neutral effects, or uncertainty will also be noted. Red indicates significant negative effects, whilst green indicates significant positive effects. Grey marks uncertainty.

Every effort is made to predict effects accurately; however, where there is a need to rely on assumptions to reach a conclusion on a significant effect, this is made explicit in the appraisal text.

Efforts are also made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of significant effects. Numbers are used to highlight the option or options that are preferred from an SEA perspective with 1 performing the best. An 'equals' sign ("=") indicates options are ranked on par with each other and occurs when no significant/ meaningful differences can be drawn between options.

Finally, it is important to note that effects are predicted considering the criteria presented within Regulations.[3] So, for example, account is taken of the duration, frequency, and reversibility of effects.

[3] Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 20004.

Table NTS4. Summary assessment of spatial strategy options

SEA Theme		Option 1 (Site 4R)	Option 2 (small sites)
Biodiversity and Geodiversity	Rank	**=1**	**=1**
	Significant effects?	**No**	**No**
Climate Change (including Flood Risk)	Rank	**2**	**1**
	Significant effects?	**Yes – negative**	**Yes - negative**
Landscape and Villagescape	Rank	**2**	**1**
	Significant effects?	**No**	**No**
Historic Environment	Rank	**=1**	**=1**
	Significant effects?	**Yes - negative**	**Yes - negative**
Land, Air, Soil, and Water Resources	Rank	**2**	**1**
	Significant effects?	**No**	**No**
Community Wellbeing (including Transportation)	Rank	**2**	**1**
	Significant effects?	**Yes – positive**	**Yes - positive**

It is noted that Project level HRAs may be required for any site that is progressed in the CNP.

Overall, both options are not considered likely to have significant effects on the Biodiversity and Geodiversity theme and both options provide an opportunity to enhance the ecological value of the neighbourhood area through the integration of BNG into site design.

Potential impacts relating to climate change are largely dependent on the extent to which mitigation and adaptation measures are incorporated into the design of new development areas. All sites aside from Site 3 perform less favourably with respect to flood risk and active travel infrastructure. However, it is noted that Site 4 (Option 1) performs significantly worse than the other sites in the context of flood risk. Both Options would provide good access to the village centre, public transport, and active travel infrastructure which could help to reduce reliance on private vehicle usage.

For the Landscape and Villagescape theme, Option 1 would involve a slightly larger site, which would extend development to the west. Option 2 has greater potential to complement the existing development scale and form of the village, however, it is still likely to have some negative impacts to the local landscape. All sites under Option 2 propose development outside of the existing settlement boundary and involve development into the open landscape. However, Option 2 also promotes the reuse of previously developed land at one site, Site 1. Redevelopment of the site has the

potential to deliver positive effects if a landscape led scheme could be delivered in line with design guidance. Overall, Option 2 is expected to be more favourable in the context of the landscape and villagescape SEA theme in comparison to Option 1.

Both options perform similarly in relation to the Historic Environment theme, with development at all sites having the potential to have significant effects on the setting of the Crudwell Conservation Area. With regard to heritage assets, Site 1 is directly opposite the Grade II listed Wyke House, with the A429 providing separation between the Listed Building and the Crudwell Conservation Area at the site.

All sites proposed for development in the neighbourhood area are potentially located on top of Grade 3a agricultural land. Therefore, significant negative effects are concluded in relation to soil at Sites 2, 3 and 4 given the permanent loss of greenfield land at the sites. Option 2 performs more favourably in relation to soil, given that Site 1 proposes the development of previously developed land. In terms of water resources, Sites 1, 2 are in proximity to, and Site 4 intersects, unnamed streams. The presence of these streams presents an opportunity to implement BNG in line with national policy to strengthen the ecological value of these assets. Therefore, in regard to water resources both options perform similarly. There are no AQMAs in the neighbourhood area and given the small scale of development proposed by the CNP, it is not expected that there would be any significant effects on air quality as a result of development under either Option.

Finally, in relation to the Community Wellbeing (including Transportation) theme, there are different benefits to each option. Focussing on the differentiators, Option 1 is better located for access to the neighbourhood area's Local Green Spaces, whereas Option 2 is better located for access to the village centre and its associated facilities and services. Option 1 also benefits from the advantages of being a large site and therefore is more likely to deliver beneficial assets to the community, such as affordable housing or infrastructure improvements. However, through Option 2, by allocating smaller sites across the village, this may reduce impacts on local congestion issues. The delivery of all new homes on one larger site through Option 1 has the potential to exacerbate traffic impacts, which is a key concern for the community. Additionally, Option 2 would deliver growth on an area of previously developed land in the village, which may help to regenerate and improve the quality of the public realm. Overall, Option 2 is marginally more favoured in this regard, however both options are considered to have a significant positive effect under this SEA theme.

Developing the preferred approach

At the beginning of the site allocation process, a review consultation took place in April 2024 to understand the community's views on housing development in the neighbourhood area. Through this consultation, three sites were identified that could potentially be made available:

- Land at Chapel Way (Ridgeway Farm).
- Carpenters Yard.
- Land south of Tetbury Lane.

A further consultation was undertaken in November 2025 which sought to gain community opinion on these sites. Following consultation, and the findings of the reasonable alternatives assessment, the Parish Council's preferred approach is to allocate Sites 1 and 3 under Option 2. Combined, these sites will best deliver the

projected need of Crudwell in line with national housing targets, whilst still providing a high level of affordable housing.

The sites identified have been chosen for a number of reasons, including (but not limited to):

- Brownfield opportunities
- Access levels
- Proximity to infrastructure
- Community preference
- Smaller site sizes

SEA findings at this stage

The pre-submission version of the CNP presents eight planning policies for guiding development in the neighbourhood area. These were developed following community consultation and evidence gathering.

Chapter 9 within the main body of the Environmental Report presents the findings of the appraisal of the submission version of the CNP. Utilising the SEA framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the Environmental Report presents the findings of the assessment as a commentary of effects under each theme.

A summary of the appraisal findings is presented below.

Significant positive effects are expected in relation to community wellbeing (and transportation). Policies HOU1, HOU2, HS1, and CPS1 seek to deliver a mix of high-quality, energy-efficient and accessible housing alongside community facilities and active travel infrastructure. These provisions are expected to have a lasting impact on local quality of life, social cohesion and local vitality.

Minor positive effects are expected with regard to climate change (including flood risk). This reflects the avoidance of impacts expected by the spatial strategy (site allocations), and additional policy measures which seek to increase climate resilience and improve the active travel network.

In terms of land, air, soil and water resources, both **minor positive and minor negative effects** are predicted. The CNP takes a proactive approach towards the protection of land, air, soil and water resources. While the loss of greenfield land is acknowledged, the plan seeks to re-use previously developed land and incorporate significant measures to mitigate flood risk and address community concerns.

With regard to biodiversity and geodiversity, **minor positive effects** are predicted. Given the spatial strategy of the CNP avoids habitat loss and in conformity with national and local policy net gains should be delivered.

Neutral effects are concluded as the most likely in relation to the historic environment. Whilst the spatial strategy has the potential to negatively impact the historical environment, plan policies seek to mitigate these effects.

The plan proposes policy provisions that seek to reduce the effects of development on landscape character. However, with small scale greenfield development so close

to a nationally protected landscape, **minor negative** effects are predicted at this stage. However, there is potential for some localised **minor positive effects** given a landscape led design approach to development at Carpenters Yard utilising previously developed land.

Three recommendations are made for consideration:

- Whilst it is assumed that policy prefers achieving biodiversity net gains onsite in new developments, where this is not possible, it could be of benefit to identify key local areas that could be targeted for off-site measures.

- Given the Parish's rural setting, it is considered that the integration of a policy relating to internet connectivity could benefit the area. Providing support for developments which provide or enhance the provision of high-speed, or fibre optic broadband given that it doesn't impact landscape character or the environment could help to support residents working from home and have an indirect effect on transport related emissions within the neighbourhood area.

- Given the heritage sensitivities associated with the site allocations and Cotswold Airport, the SEA recommends that development proposals are accompanied by project-level heritage assessments which detail the heritage sensitivities and significance of the location, with the design of any new development areas informed by the finding of the assessments and the stipulations within the Crudwell Design Codes and Guidance document.

Next Steps

This Environmental Report accompanies the CNP for Regulation 14 consultation.

Following consultation, any representations made will be considered by the Parish Council and the CNP and Environmental Report will be updated as necessary. The updated Environmental Report will then accompany the CNP for submission to the Local Planning Authority, Wiltshire Council, for further consultation and independent examination.

At independent examination, the CNP will be considered in terms of whether is meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy.

If the Independent Examination is favourable, the CNP will be subject to a referendum, organised by Wiltshire Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once made, the CNP will become part of the Development Plan for the district, covering the Neighbourhood Area.

Monitoring

The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

It is anticipated that monitoring of effects of the CNP will be undertaken by Wiltshire Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the CNP that would warrant more stringent monitoring over and above that already undertaken by Wiltshire Council.

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1. Introduction

Background

1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment in support of Crudwell Parish Council's emerging Neighbourhood Plan.

1.2 The Crudwell Neighbourhood Plan (the 'CNP') is currently being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012.

1.3 The CNP is being prepared in the context of Wiltshire Council's Core Strategy to 2026 (adopted in 2015) (henceforth known as the 'WCS'). As the Local Plan is over five years old, work is now progressing to review the WCS. In September 2023, the Wiltshire Local Plan Regulation 19 (henceforth known as the 'emerging Local Plan') was submitted for examination. The CNP will have due regard and give weight to the emerging Local Plan.

1.4 It is currently anticipated that the CNP will be submitted to Wiltshire Council in 2026. Key information relating to the CNP is presented in **Table 1.1**.

Table 1.1: Key facts relating to the CNP

Name of Responsible Authority	Crudwell Parish Council
Title of Plan	Crudwell Neighbourhood Plan ("the CNP")
Subject	Neighbourhood planning
Purpose	The CNP is being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The plan will be in general conformity with Wiltshire Core Strategy, with due regard given to the emerging Wiltshire Council Local Plan Review. The CNP will be used to guide development within the neighbourhood area.
Timescale	To 2038
Area covered by the plan	The neighbourhood area covers the parish of Crudwell, in Wiltshire.
Summary of content	The CNP will set out a vision, strategy, and range of policies for the neighbourhood area.
Plan contact point	Parish.clerk@crudwell-pc.gov.uk

SEA screening for the Crudwell Neighbourhood Plan

1.5 A Neighbourhood Plan requires SEA where it is likely to have significant environmental effects. In this respect, Neighbourhood Plans are more likely to be screened in as requiring an SEA if both the following apply:

1) the Neighbourhood Plan is being prepared within an area with significant environmental constraints, such as, for example, Sites of Special Scientific Interest (SSSI) and designated heritage assets; and

2) the Neighbourhood Plan is likely to allocate sites for development.[4]

1.6 The CNP has been screened in by Wiltshire Council as requiring a Strategic Environmental Assessment (SEA). The screening, carried out in 2025, concluded[5]:

"Wiltshire Council considers that the draft CNPR is likely to have significant environmental effects and accordingly a Strategic Environmental Assessment is required. This decision is made for the following reason:

Reason 1: The draft CNPR proposes the allocation of two residential development sites, Carpenters Yard and Ridgeway Farm, and a new car park to serve the primary school. The Carpenters Yard site is located immediately adjacent to the Crudwell Conservation Area and lies partially within Flood Zones 2 and 3, indicating a higher risk of fluvial flooding. The proposed school car park also lies within Flood Zones 2 and 3 and extends into the conservation area. Given the scale and location of the proposed allocations, and the potential for effects on heritage, flood risk, and the local environment, it is considered likely that the plan will have significant environmental effects. A Strategic Environmental Assessment (SEA) is therefore required."

1.7 In light of this outcome, an SEA process is being undertaken to meet the specific requirements prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).[6]

SEA explained

1.8 SEA is a mechanism for considering and communicating the potential impacts of an emerging plan, and potential alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating potential negative impacts and maximising the potential for positive effects. Through this approach, the SEA for the CNP seeks to maximise the emerging plan's contribution to sustainable development.

1.9 Two key procedural requirements of the SEA Regulations are that:

i. When deciding on '*the scope and level of detail of the information*' which must be included in the Environmental Report there is a consultation with nationally designated authorities concerned with environmental issues.

[4] DLUHC (February 2022): Chief Planner's Newsletter, February 2022 '*Strategic Environmental Assessment for Neighbourhood Plans: Timely and effective screening*' accessible here.
[5] Wiltshire Council (2025) Strategic Environmental Assessment: Screening Determination for the Draft Crudwell Neighbourhood Plan Review
[6] UK Government (2004) '*The Environmental Assessment of Plans and Programmes Regulations 2004*' can be accessed here.

ii. A report (the 'Environmental Report') is published for consultation alongside the draft plan (i.e., the draft CNP) that presents outcomes from the environmental assessment (i.e., discusses 'likely significant effects' that would result from plan implementation) and reasonable alternatives.

1.10 This Environmental Report is concerned with item 'ii' above.

Structure of this Environmental Report

1.11 This document is the SEA Environmental Report for the CNP and hence needs to answer all four of the questions listed in Table 1.2 with a view to providing the information required by the SEA Regulations. Each of the four questions is answered in turn within this report.

Table 1.2: Questions that must be answered the SEA Environmental Report to meet the regulatory[7] requirements

SEA question		In line with the SEA Regulations, the report must include
What's the scope of the SEA?	What is the plan seeking to achieve?	An outline of the contents and main objectives of the plan.
	What is the sustainability 'context'?	Relationship with other relevant plans and programmes. The relevant environmental protection **objectives**, established at international or national level. Any existing environmental **problems** which are relevant to the plan including those relating to any areas of a particular environmental importance.
	What is the sustainability 'baseline'?	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan. The environmental characteristics of areas likely to be significantly affected. Any existing environmental **problems** which are relevant to the plan including those relating to any areas of a particular environmental importance.
	What are the key issues and objectives?	Key **problems**/**issues** and **objectives** that should be a focus of (i.e., provide a 'framework' for) assessment.

[7] Environmental Assessment of Plans and Programmes Regulations 2004

SEA question	**In line with the SEA Regulations, the report must include**
What has plan-making / SEA involved up to this point?	Outline reasons for selecting the **alternatives** dealt with. The likely significant effects associated with **alternatives**. Outline reasons for selecting the preferred approach in-light of **alternatives** appraisal/a description of how environmental objectives and considerations are reflected in the current version of the plan.
What are the SEA findings at this stage?	The likely significant effects associated with **the Regulation 14 version of the plan**. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing **the Regulation 14 version of the plan**.
What happens next?	The next steps for the plan making / SEA process.

2. Local Plan Context and Vision for the Neighbourhood Plan

Local Plan context

2.1 In January 2015, Wiltshire Council adopted their Local Plan, which sets out the long-term planning and land use policies within Wiltshire. The Local Plan includes the following documents:[8]

- WCS (adopted January 2015) incorporating saved policies from district local plans;
- Wiltshire Housing Site Allocations Plan;
- Minerals and Waste Plans; and
- Made Neighbourhood Plans.

2.2 Work is now progressing to review the WCS, as it is now over five years old. In September 2023, the Wiltshire Local Plan (the 'emerging Local Plan') was submitted for Regulation 19 consultation.[9] Once adopted, the emerging Local Plan will set-out a vision and framework for Wiltshire for the period to 2038, addressing housing needs and other economic, social, and environmental priorities.

2.3 Neighbourhood plans will form part of the development plan for Wiltshire, alongside, but not as a replacement for the Local Plan. Neighbourhood plans are required to be in general conformity with the Local Plan and can develop policies and proposals to address local place-based issues. In this way it is intended for the Local Plan to provide a clear overall strategic direction for development in Wiltshire, whilst enabling finer detail to be determined through the neighbourhood planning process where appropriate.

2.4 The emerging plan names Crudwell as an area of growth within the Chippenham rural area and assigns a housing growth target of 39 homes between 2020-2038. After commitments and completions, this is reduced to a residual requirement of 11 dwellings.

Vision, aims, and objectives of the CNP

2.5 The vision for the CNP captures the community's views and aspirations for the neighbourhood area as expressed through the neighbourhood planning process. It forms the basis on which the neighbourhood objectives and proposed policies have been formulated.

[8] Wiltshire Council (no date). '*Planning Policy*'. Available here.
[9] Wiltshire Council (2023). '*Local Plan*'. Available here.

2.7 The vision is as follows:

"In 2038, the Parish of Crudwell will remain a vibrant, inclusive, rural community, which is home to residents of all generations.

The parish will have sought to ensure that facilities and infrastructure are in place to enable the community to remain vibrant and inclusive, and that the school, church, local businesses, village hall and recreation facilities will have been protected and enhanced where possible.

New residential development will have sought to meet the needs of those within the Parish, with a focus on enabling young adults to remain and to meet the needs of applicants for self-build schemes. Any development will have considered the views of the local community, and will be sensitively designed to harmonise with the attractive rural location and to protect the conservation area.

The parish will have sought to improve public transport connections to Malmesbury and Kemble station, as well as the safety of road users around the parish."

2.8 The vision is accompanied by 17 objectives, that can be categorised into four broad themes:

- Development and Design
  - *To deliver new housing that meets local needs and is community led.*
  - *To encourage meeting the needs of self-build applicants.*
  - *To seek to ensure that new developments are well designed and meet the requirements of the Crudwell Design Code.*
  - *To seek to ensure that the delivery of new homes is part of an overall plan to enhance infrastructure and community resources appropriately.*
- Infrastructure and Transport
  - *To deal with flooding and sewage issues, and to seek the upgrade of the systems in order to meet the current and future needs of our community.*
  - *To seek to ensure a free and safe flow of traffic in our community, with any new development contributing towards this objective, and to ensure minimum impact on the existing road network, especially at junctions and in relation to the issue of parking around the primary school.*
  - *To seek to ensure that any development helps to encourage sustainable forms of transport and specifically includes adequate and safe routes for walking, cycling and horse riding.*
  - *To nurture and protect Crudwell School.*
  - *To seek to improve local bus services, adopting a more integrated approach to links with Malmesbury, Cirencester and Kemble railway station and with connecting services, to improve commuter connections and local journeys in line with the needs of the community.*

- Environment
  - *To protect and enhance our natural, built and historic environment, as a rural and agricultural community on the edge of the Cotswolds, by ensuring any new development is appropriately located and of a scale and design sympathetic to its surroundings.*
  - *To protect and maintain our green spaces and recreational open spaces.*
  - *To protect our Conservation area.*
  - *To improve promotion and enablement of recycling and waste reduction.*
  - *To explore and exploit opportunities for green build standards and renewable energy in new developments*.
- Community and Leisure
  - *To maintain, protect and enhance existing community facilities, especially the school, church, local businesses, village hall and open spaces.*
  - *To protect and foster our vibrant and inclusive community by encouraging new facilities and small businesses in keeping with our growing community.*
  - *To improve recreation facilities and opportunities for young children and teenagers.*

3. What is the Scope of the SEA?

Summary of SEA scoping

3.1 The SEA Regulations require that: *'When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies'.*

3.2 In England, the consultation bodies are Natural England, the Environment Agency, and Historic England.[10] These authorities were consulted on the scope of the SEA between October 2025 and November 2025

3.3 The purpose of scoping was to outline the 'scope' of the SEA through setting out the following information:

- A context review of the key environmental and sustainability objectives of national, regional, and local plans and strategies relevant to the CNP;
- Baseline data against which the CNP can be assessed;
- The key sustainability issues for the CNP; and
- An 'SEA framework' of objectives against which the CNP can be assessed.

3.4 The full SEA Scoping Report is available on the Neighbourhood Plan website and forms part of the evidence base for the CNP at Regulation 14 consultation.

3.5 Responses received on the Scoping Report, and how they were addressed, have been summarised in **Table 3.1** overleaf.

[10] In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because 'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programme'.

Table 1.1: Consultation responses received on the SEA Scoping Report

Consultation Response	How the Response was Considered and Addressed
Historic England	
The previous SEA Screening exercise identified the potential of the proposed site allocations to impact on designated heritage assets and this formed part of the reasoning behind the conclusion that a full SEA would be required. It will therefore be important that the site assessment process appropriately identifies and understands the significance of relevant heritage assets so that this information can help evidence the formulation of eventual site allocation proposals. We are therefore pleased to note the inclusion in Appendix B of our guidance on those various themes whose use will help ensure that outcome and allow the Plan to demonstrate conformity with overarching national and local policy for the protection and enhancement of the historic environment. There are no other matters associated with the Scoping Report upon which we wish to comment.	Response noted, many thanks.
Environment Agency	
Thank you for consulting the Environment Agency on the Strategic Environmental Assessment scoping report for the Crudwell Neighbourhood Plan. We consider there to be potential significant environmental effects associated with the plan, based on a review of environmental constraints for which we are a statutory consultee. Specifically 1) Development within Flood Zone 2 or 3 including policies where relevant 2) Development within 20 metres of a Main River 3) Development located in source protection zones including policies where relevant 4) Development on potentially contaminated land including policies 5) Development in areas where foul water infrastructure is limited/at capacity including policies where relevant	We will draw upon this evidence at the next stages of the SEA.

Consultation Response	How the Response was Considered and Addressed
Flood Risk The Neighbourhood Plan has significant areas of flood zone 2 and 3 and development located within 20 metres of a Main River, specifically the proposed Site at Carpenters Yard and Site for school parking. Please note that according to Wiltshire Council Strategic Flood Risk Assessment 2024 the Site for School parking is within precautionary Flood Zone 3b. The flood risk vulnerability category of the proposed carpark would be inappropriate in this Flood Zone. As your plan is proposing growth in flood risk areas, the Sequential Test must be suitably addressed, along with ensuring any risk can be adequately managed. Your plan should ensure that any proposed development is steered away from areas at increased risk of flooding to areas at the lowest risk. The Local Authority's Strategic Flood Risk Assessment and Surface Water Management Plans forms the evidence base to determine the level of flood risk in this area. It should be noted that your plan may be found to be unsound if adequate justification for development in areas at increased risk of flooding is not provided. For allocations in areas at increased risk of flooding and for sites in flood zone 1 where the access/egress route may be affected by flooding, flood warning and emergency response is a key consideration to ensure development can be delivered safely. We do not normally comment on or approve the adequacy of flood emergency response procedures, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. Planning practice guidance (PPG) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development. We also advise you undertake appropriate consultation with your, local planning authority, emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 167 of the NPPF and the guiding	

Consultation Response	How the Response was Considered and Addressed
principles of the PPG. You should therefore consider the implications for access/egress with respect to flooding on any allocations including those where the development site may be at low risk. The plan should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. **Main River water quality** The Swill Brook runs through the neighbourhood plan area. This watercourse is currently failing to reach good ecological status/potential under the Water Framework Directive. It is currently classified as having moderate status. Developments within or adjacent to this watercourse should not cause further deterioration and should seek to improve the water quality based on the recommendations of the relevant River Basin Management Plan. An assessment of the potential impacts of the neighbourhood plan on this watercourse under WFD should be included within the SEA appraisal. Further information on the current status of this watercourse can be found on the Catchment Data Explorer. **SPZs/Aquifers** Your plan includes areas which are located on Source Protection Zones, which a groundwater resources that are particularly sensitive to contamination. These should be considered within your plan if growth or development is proposed here, in particular avoiding potentially contaminative development in these areas. The relevance of the designation and the potential implication upon development proposals should be considered with reference to our Groundwater Protection guidance: https://www.gov.uk/government/collections/groundwater-protection **Managing and adapting to climate change** Our latest Adaptation report, Living Better with a Changing Climate, shows that England will inevitably face significant climate impacts, and that early action is essential. Significant climate impacts are inevitable especially for flood and coastal risks, water management, freshwater wildlife and industrial regulation. On-going policy reform presents an opportunity to strengthen the role the planning system	

Consultation Response	How the Response was Considered and Addressed
plays in mitigating and adapting to climate change, and to ensure a fair transition to a low carbon economy. Therefore your plan should ensure any policies, site allocations and design of development, takes the future challenges of climate change into account. **Strategic water planning** In February 2011, the Government signalled its belief that more locally focussed decision making and action should sit at the heart of improvements to the water environment. This is widely known as the catchment-based approach and has been adopted to deliver requirements under the Water Framework Directive. This seeks to: • deliver positive and sustained outcomes for the water environment by promoting a better understanding of the environment at a local level; and • to encourage local collaboration and more transparent decision-making when both planning and delivering activities to improve the water environment. Neighbourhood Plans provide an opportunity to deliver multi-functional benefits through linking development with enhancements to the environment. You can find more information on the challenges that threaten the water environment and how these challenges can be managed for your plan area in your River Basin Management Plan. **Drainage and wastewater infrastructure** Where your plan proposes development or promotes growth, we recommend early consultation with the relevant water company. Your plan should determine whether there is (or will be prior to occupation) sufficient infrastructure capacity existing for the connection, conveyance, treatment and disposal of quantity and quality of water associated with any proposed development within environmental limits of the receiving waterbody. This may impact on the housing figures and the phasing of development. Please note that if there is not sufficient capacity in the infrastructure then we must be consulted again if alternative methods of disposal proposed.	

Consultation Response	How the Response was Considered and Addressed
Green and blue infrastructure Green and blue infrastructure is important for adaptation and resilience to climate change, provides health and wellbeing benefits, allows nature recovery, improves water quality, and assists in delivering net zero targets. Your plan should include policies which support and encourage opportunities to incorporate green and blue infrastructure, including natural flood management approaches, river restoration including deculverting/naturalisation, and the protection of existing natural assets. You may also wish to identify important networks in your plan area and ensure policies manage development over or near these areas **Closing** We encourage you to seek ways in which your neighbourhood plan can improve the local environment at the earliest stages. Together with Natural England, English Heritage and Forestry Commission we have published joint guidance on neighbourhood planning, which sets out sources of environmental information and ideas on incorporating the environmental into your plan. This is available at: How to consider the environment in Neighbourhood Plans - Locality Neighbourhood Planning	
Natural England	
Natural England welcomes the scoping report and considers that the methodology used meets the requirements of the relevant legislation and guidance. We have the following comments: **Biodiversity & Geodiversity** welcome the identification of the designated sites within the plan area and the importance of non-designated/designated sites which support local wildlife. The Plan should consider potential impacts of the allocated sites on any local wildlife or geodiversity site, in line with paragraphs 187, 188 and 192 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity to help nature's recovery. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local environmental records centre, wildlife trust, geoconservation groups or recording societies. Emerging Local nature recovery strategies - GOV.UK may also provide further useful	We will draw upon this evidence at the next stages of the SEA.

Consultation Response	How the Response was Considered and Addressed
information. **Climate Change** We are pleased to note that Green Infrastructure has been included in this section and advise that the plan considers its role in climate resilience. Natural England is keen to promote nature-based solutions for climate change, particularly through the implementation of local plan policies. These measures include the installation of green roofs and walls in new buildings, the provision of Sustainable Urban Drainage Systems (SuDs) and wetlands; planting of street trees; habitat creation and enhancement to providing increased connectivity between fragmented areas of habitat to build up resilience to climate change and contribute to the Nature Recovery Network. Natural England has published a report on Climate Change Adaptation Climate Change Adaptation Manual - NE751 for nature conservation and a Nature Networks Evidence Handbook - NERR081 which may be useful references. **Landscapes and Villagescape** We note that the Cotswolds National Landscape (NL) lies adjacent to the neighbourhood area boundary. Natural England recommends that the Cotswolds NL Team is fully consulted over any implications of the plan on the designated landscape of the NL. Their knowledge of the location and wider landscape setting of the proposed allocations should help to confirm whether or not they would impact significantly on the purposes of the designation. They will also be able to advise whether the proposals accord with the aims and policies set out in the NL management plan. The plan should take full account the NL Team's advice and give the necessary weight to the relevant Cotswolds NL Management Plan policies **Soils** We note that the plan area includes best and most versatile (BMV) agricultural land. The plan should have a policy for protecting this land and avoiding loss is the priority as mitigation will not be possible on many development sites.	

Consultation Response	How the Response was Considered and Addressed
Community Wellbeing We are pleased to note that green infrastructure networks and access to green space is considered as an important aspect of improving health and well-being in the scoping report. The benefits to health that the provision of quality green infrastructure is included within Natural England's Green Infrastructure Framework. We would also highlight the "Green in 15" target set out in the Environmental Improvement Plan which encourages provision of green space within 15 minutes walking distance. The Green Infrastructure Mapping Tool (within the Green Infrastructure Framework) shows where green and blue infrastructure is accessible at different scales, such as doorstep, local and neighbourhood scales using Access to Greenspace Standards (AGSt) Assessment. This can be used to identify communities that do not have access to greenspace at these different scales. We would suggest utilising this tool to assess Green Infrastructure provision to ensure it is accessible and inclusive at different scales and in line with government targets.	

Key sustainability issues

3.6 The key sustainability issues and SEA framework are presented below.

Biodiversity and Geodiversity

- There is one internationally designated site near the neighbourhood area. The Clattinger Farm Special Area of Conservation (SAC) is situated approximately 2km from the neighbourhood area. The site is designated as an SAC because it hosts over 90% of the UK's rare *Fritillaria meleagris* population.
- While there are no nationally designated sites within the neighbourhood area, there are several Sites of Special Scientific Interest (SSSI) near the neighbourhood area. Consultation with Natural England may be required to ensure that new development areas do not impact the integrity of the SSSIs.
- Changes in land use, even at a small scale, could contribute to incremental habitat pressures such as air pollution, increased recreational access, and changes in ecological connectivity. Protecting and enhancing green infrastructure within the neighbourhood area will be important to maintaining functional ecological corridors that support species linked to these sites.
- Locally important sites within the parish boundaries include Open Greenspace along Tetbury Lane, Tuners Lane, and the area of grass surrounding All Saints' Church. Locally important sites within the neighbourhood area include Oaksey Wood and Kemble Wood.
- Several trees (or group of trees) within the parish are protected by Tree Preservation Orders (TPOs). There are two large TPOs located south of All Saints' Church and west of the school. Additionally, two smaller TPOs are situated between Turners Lane and Day Court.
- There are opportunities to enhance ecological connectivity through targeted habitat restoration and enhancement, particularly in Network Enhancement Zones and Network Expansion Zones, to improve the resilience of local ecological networks.

Climate Change (including Flood Risk)

- Wiltshire Council has declared a climate change emergency, resolving to support local authorities (and, by extension, neighbourhood groups) to help tackle climate change through plan-making where possible.
- As the population grows, emissions from the neighbourhood area are likely to rise. Ensuring that new development incorporates best practices, such as energy-efficient design, sustainable construction materials, and renewable energy integration, will be crucial in mitigating this increase.
- The transport sector continues to be a key challenge in terms of reducing emissions within the neighbourhood area (and in the county as a whole).
- Opportunities to influence per capita emissions by encouraging integrated and connected development has the potential to reduce the need to travel and supports travel by more sustainable modes.
- Opportunities to enhance the resilience of the both the neighbourhood area, and its residents, to the effects of climate change should be sought. This can

include adaptation strategies, green infrastructure enhancement, flood defences, and support for increased renewable energy sources.

- Sections of the parish are susceptible to both surface water and fluvial flooding. Areas near existing water sources and areas to the southeast of the parish boundary are highly susceptible to surface water and fluvial flooding. Managing increases in the built footprint of the neighbourhood area is crucial to prevent exacerbating flood risks, such as surface water runoff and proximity to flood-prone zones.

Landscape and Villagescape

- The Cotswolds National Landscape (NL) runs along a portion of the western boundary of the neighbourhood area. The Cotswolds NL covers 790 square miles and stretches from Wiltshire and Bath in the south, to Warwickshire and Worcestershire in the north. The area has been designated since 1966 in recognition of its rich, diverse, and high-quality landscape.
- The neighbourhood area overlaps with two National Character Areas (NCAs) – the Cotswolds NCA and the Upper Thames Clay Vales NCA. The Cotswolds NCA covers most of the neighbourhood area including Crudwell village. There is a small section to the south east of the plan area that is covered by the Upper Thames Clay Vales NCA.
- There are a range of local landscape features present within the neighbourhood area which contribute to the character and quality of the landscape (including the Village Hall, verges, trees and hedgerows, roadside walls, and narrow/curved lanes which maintain the rural village setting). These features should be protected and enhanced where possible.
- New development has the potential to lead to incremental change in landscape and Villagescape character, and in visual amenity. This includes via a change in the sense of a place and feel of the neighbourhood area as observed from locally designated key views.
- The relationship between the built-environment and the open countryside is an important part of the character and special qualities of the neighbourhood area.

Historic Environment

- There are a variety of designated heritage assets and areas within and surrounding the neighbourhood area, with significant concentrations in Crudwell village which is the most likely area for future development. Designated heritage assets and areas listed on Historic England's National Heritage list for England include:
    - 42 Listed Buildings (including two Grade II* listed buildings and the Grade I listed 'All Saints' Church')
    - Crudwell conservation area, designated in 1975. The conservation area surrounds the church and school, extending along the A429 towards the south of the village.
- All Saints' Church is in the northeastern corner of Crudwell and has become the centre point for many of the village's facilities including the primary school and the Rectory Hotel. The church was originally constructed in the 11th century with additions in the 13th and 15th centuries.

- Non designated heritage assets in Crudwell village with local significance include: The village hall and roadside walls.
- The Crudwell Design Guidance and Codes (2025) outlines guidance for future development with respect to preserving the identity and heritage significance of the village.

Air, Land, Soil, and Water Resources

- There are no Air Quality Management Areas (AQMAs) within the neighbourhood area. However, the A429 runs through Crudwell village, and has an average daily flow of approximately 7,466 vehicles. This includes 243 HGVs, 1336 light goods vehicles, and 27 buses and coaches[11]. This traffic has an adverse effect on local air quality within the village, particularly during peak hours.
- Designated biodiversity and geodiversity sites within and in proximity to the neighbourhood area are potentially sensitive to air pollution issues. The effects of the Neighbourhood Plan in relation to these concerns will be explored under the 'Biodiversity and Geodiversity' SEA theme.
- Recent agricultural land classification has not been undertaken in the parish. Pre-1988 classification data indicates the neighbourhood area is underlain with predominantly grade 3 land. There is a section of grade 2 agricultural land below West Crudwell and an area of grade 4 land on the southeastern edge of the parish boundary.
- Soil within the parish is comprised of loam and clay, interspersed with lime-rich soils over chalk and limestone.
- Given the rural nature of the parish, the supply of brownfield land is limited. As such greenfield sites may need to be considered to meet local housing needs.
- Nitrate vulnerable zones (NVZs) are areas designated as being at risk from agricultural nitrate pollution. The neighbourhood area is placed within an NVZ. This mandates the use of nitrogen fertiliser and the storage of organic manure within the neighbourhood area.
- Groundwater Source Protection Zones (SPZs) have been defined by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The neighbourhood area is within a SPZ1. Groundwater in this area is most vulnerable to pollution given the close proximity of the abstraction point and the water's intended use for human consumption.
- There exists a water source in the village, southeast of the village church. There is also a stream that runs through the village. Future developments must take care to ensure that there are no detrimental effects to water quality in the area.
- The CNPR could support measures to improve the resilience of water supplies, including through local water recycling schemes and opportunities to increase efficiency in water use, given the demand for water is expected to rise following housing development.
- Oaksey Park Airfield is an operational private airfield located to the east of Crudwell village, just outside the plan area. Cotswold Airport, the largest private

[11] Department for Transport (2024): Road traffic statistics. Available here

airport in the UK, is situated within the neighbourhood area. Noise issues, amenity impacts, and safety concerns are key constraints to growth. Safeguarding zones around the airfields are likely to limit opportunities for residential development in certain locations.

Community Wellbeing (including Transportation)

- Housing affordability, the availability of appropriate dwellings, pedestrian safety and private vehicle reliance are key concerns for the local community.
- The existing services, facilities, and amenities within the neighbourhood area support community vitality and the quality of life of residents. Improvements to local community infrastructure will complement any addition growth within the neighbourhood area.
- The CNPR provides the opportunities to plan for development which accommodates for changing working patterns and lifestyles, supporting quality of life.
- There are several public rights of way within and surrounding the neighbourhood area. Opportunities to protect and enhance green infrastructure networks and Public Rights of Way (PRoW) within the neighbourhood area (including via the identification of several local green spaces) will support health and wellbeing within the local community and encourage active lifestyles.
- The road network, consisting in many places of narrow winding lanes with narrow if any verges, is considered inadequate given the increasing amount of traffic, cars, vans, and lorries. Pedestrian access is a key concern in and around Crudwell village, where many roads lack pavements, forcing pedestrians to share the road with vehicles. The CNPR offers an opportunity to enhance pedestrian connectivity across the plan area by upgrading existing paths and introducing new, safer routes.
- Congestion, particularly at peak hours, is a key issue locally, particularly around the school, where there is a lack of suitable parking. This forces parents to park unsafely at the side of the road when dropping kids off at the local school.
- Public transport options are limited to bus services. Crudwell is served by three bus routes: the 93, 93A, and C62. The 93 and 93A operate between Malmesbury and Cirencester, while the C62 connects Yate with Cirencester College. These services provide semi-regular connections between local settlements; however, increasing their frequency could enhance connectivity in the area.
- The local train station is in Kemble, located 6.5km from Crudwell village centre along the A429. There is no direct public transport link to Kemble station. Increased growth in the plan area could provide an opportunity to strengthen sustainable transport links and increase connectivity to nearby settlements. Increased connectivity in the plan area could contribute towards reducing reliance on private vehicle usage and addressing key issues identified above.

SEA framework

3.7 The SEA framework provides a way in which environmental effects can be defined and subsequently analysed based on standard 'tests'. Each proposal within the current version (i.e., the Regulation 14 version) of the CNP will be assessed consistently using the framework.

Table 3.2: SEA framework of objectives and assessment questions

SEA theme	SEA objective	Assessment questions (will the proposal help to…)
Biodiversity and Geodiversity	Protect and enhance biodiversity and geodiversity within and surrounding the neighbourhood area.	• Avoid or, if not possible, minimise impacts on biodiversity and geodiversity, including European and nationally designated sites, and provide net gains where possible? • Support the integrity of the designated sites for biodiversity and geodiversity located within proximity to the neighbourhood area? • Protect and enhance priority habitats, semi-natural habitats, species, and the ecological networks connecting them? • Achieve biodiversity net gains and support the delivery of ecosystem services and multifunctional green and blue infrastructure networks? • Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks? • Support and promote access to and interpretation and understanding of biodiversity and geodiversity?
Climate Change (including Flood Risk)	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.	• Promote the use of more sustainable modes of transport, including walking, cycling, public transport, and electric vehicle infrastructure? • Increase the number of new developments meeting or exceeding sustainable design criteria. • Generate energy from low or zero carbon sources, or reduce energy consumption from non-renewable resources? • Avoid inappropriate development in areas at risk of flooding, considering the likely future effects of climate change? • Improve and extend green infrastructure networks in the neighbourhood area? • Sustainably manage water run-off, and reduce runoff where possible?

SEA theme	SEA objective	Assessment questions (will the proposal help to…)
Landscape and Villagescape	Protect and enhance the character and quality of the immediate and surrounding landscape and Villagescape.	• Protect and enhance the local landscape character and visual quality of the area? • Conserve and enhance nationally important landscape features? • Conserve and strengthen local identity, settlement pattern, and rural character, reflecting the distinct qualities of local landscapes? • Identify, protect, and where appropriate, enhance locally important views and visual corridors that contribute to the area's sense of place and scenic value? • Retain and enhance landscape features that contribute to the setting of the parish, such as mature trees and hedgerows, especially where they support biodiversity, connectivity, or visual interest? • Support the integration of new development that respects the form, scale, and setting of existing built-up areas? • Promote access to the countryside through sustainable recreational routes, while safeguarding landscape sensitivity and ecological value?
Air, Land, Soil, and Water Resources	Ensure the efficient and effective use of land, and protect and enhance water quality, using water resources in a sustainable manner	• Promote the use of previously developed land where possible? • Identify and avoid the development of the best and most versatile agricultural land? • Support the minimisation, reuse, and recycling of waste? • Avoid any negative impacts on water quality and support improvements to water quality? • Ensure appropriate drainage and mitigation is delivered alongside proposed development? • Maximise water efficiency and opportunities for water harvesting and / or water recycling? • Avoid any negative impacts on mineral and waste infrastructure?
Historic Environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.	• Conserve and enhance buildings and structures of architectural or historic interest, both designated and non-designated, and their settings? • Protect the heritage importance and contribution of the Crudwell Conservation Area? • Protect the integrity of the historic setting of key monuments of cultural heritage interest as listed on the local Historic Environment Record? • Support the undertaking of early archaeological investigations and, where appropriate, recommend mitigation strategies? • Support access to, interpretation and understanding of the historic evolution and character of the neighbourhood area?

SEA theme	SEA objective	Assessment questions (will the proposal help to…)
Community Wellbeing (including transportation)	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility and connectivity, reducing deprivation, and supporting cohesive, and inclusive communities.	• Enhance pedestrian safety and accessibility, particularly around the school and key community facilities? • Improve parking availability to support traffic management? • Support the delivery of high-quality and sustainable design through new residential development areas (including with respect to a mix of housing types and tenures, and affordability)? • Improve the availability and accessibility of key local services and facilities? • Improve and extend green and blue infrastructure networks within the neighbourhood area? • Improve community access and connectivity to green and blue infrastructure networks? • Avoid impacts on the quality and extent of existing areas of open space/recreational assets? • Maintain and enhance the quality of life of existing residents and all sectors of the community? • Encourage a shift to more sustainable and active forms of travel and support public transport infrastructure enhancements?

Part 1: What has plan-making/ SEA involved to this point?

4. Introduction (to Part 1)

Overview

4.1 The aim of this part of the report is to explain work undertaken to develop and assess reasonable alternatives. Whilst work on the CNP has been underway for some time, the aim here is not to provide a comprehensive explanation of work undertaken to date, but rather to discuss the evolution of the Neighbourhood Plan in association with the SEA process. More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to a particular issue that is of central importance to the plan, namely the broad location of future development in the neighbourhood area.

4.2 The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing, given the following considerations:

- The CNP objectives, particularly housing objectives to allocate site(s) for housing development and provide sufficient and appropriate high-quality housing to meet local needs.
- Housing growth is known to be a matter of key interest amongst residents and other stakeholders; and
- The delivery of new homes is most likely to have a significant effect compared to the other proposals within the CNP. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

4.3 This part of the report is structured as follows:

- **Chapter 5** – explains the process of establishing reasonable alternatives
- **Chapter 6** – presents the outcomes of assessing reasonable alternatives
- **Chapter 7** – explains the Council's reasons for progressing the preferred option, in light of the assessment.

5. Establishing reasonable alternatives

Introduction

5.1 In accordance with the SEA Regulations the Environmental Report must include:

- An outline of the reasons for selecting the alternatives dealt with; and
- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.

5.2 In exploring reasonable alternatives, this chapter looks at the housing numbers to be delivered through the CNP and the potential locations for this development.

Housing numbers to deliver through the CNP

5.3 The adopted Local Plan (the Wiltshire Core Strategy) identifies Crudwell as a 'Large Village' in the settlement hierarchy, which is the fourth largest classification. The emerging Local Plan sets a housing requirement for Crudwell of 39 dwellings, with a residual requirement after completions and commitments of 11 dwellings.

5.4 More recent updates to the National Planning Policy Framework (NPPF) included significant reforms aimed at boosting housing supply and supporting sustainable growth. One of the key changes is an updated Standard Method for calculating housing need. The new Local Housing Need (LHN) figure for Wiltshire is 73% higher than the emerging Local Plan provides for.

5.5 If the LHN figure was translated pro rata to Crudwell, this would imply a requirement for Crudwell of 67 dwellings, and a residual requirement of 39 dwellings to be built in Crudwell by 2038.

5.6 Consultation undertaken for the CNP to date suggests that this level of growth would be supported on the provision that it also delivers significant affordable and/or self-build housing.

Site options

5.7 The adopted Crudwell Neighbourhood Plan explored a number of sites for prospective development as part of the Crudwell call for sites. However, these sites were not brought forward for consideration through an updated local call for sites for the emerging plan and so they are not being considered for development at this stage.

5.8 The site selection process for the emerging CNP began by identifying a pool of potential sites, which were identified through the Wiltshire Strategic Housing and Economic Land Availability Assessment (SHELAA)[12] and the Crudwell call for sites. The SHELAA identifies 1 site in Crudwell Parish that could contribute

[12] Wiltshire Council (no date). '*Monitoring and evidence*'. Available here.

to housing needs over the plan period. In addition, the Parish Council are also considering an additional five sites. The full list is as follows:

- Site 1: Carpenters Yard (15 homes)
- Site 2: Coach House (22 homes)
- Site 3: Ridgeway Farm (25 homes)
- Site 4: South of Tetbury lane (60 homes)
- Site 5: Eastcourt (8 homes)
- Site 6: Quelfurlong

5.9 Two options that were brought forward as part of the emerging CNP call for sites at Eastcourt and Quelfurlong have been discounted given their distance from the Crudwell village settlement boundary. Crudwell is the only 'Large Village' in the parish as defined by WCS Policy 1, so the allocation of sites that do not adjoin the village boundary would not conform with the strategic policies contained in the development plan for the area.

5.10 Site 4 was first submitted as an option that could deliver 60 new homes. However, the steering group met with the developers of this site to explore the potential to reduce the size of the site to better align with the housing requirement for 39 homes. Following this discussion, the developer has reduced the size of the proposed site. This new site would look to deliver 40 homes.

5.11 Therefore, the remaining sites that are being considered for development as part of the CNP are as follows, and shown in **Figure 5.1** overleaf:

- Site 1: Carpenters Yard (15 homes)
- Site 2: Coach House (22 homes)
- Site 3: Ridgeway Farm (25 homes)
- Site 4: South of Tetbury lane (60 homes)
- Site 4 (revised): South of Tetbury lane (40 homes)

5.12 Individual site assessments for each of these sites (in relation to the SEA framework) can be found in **Appendix A** of this report.

Consideration of a new car park within Crudwell village

5.13 In addition to the 39 new homes, the neighbourhood plan has explored the potential to deliver a site for the development of a new school car park to help alleviate congestion concerns in proximity to the primary school. The land to the south-west of the Primary School (Site 5) is being considered for this, but its deliverability is not yet confirmed and at this stage, it is not expected to come forward during the plan period. Nevertheless, the SEA has assessed the site, alongside the housing sites and this is presented in **Appendix A**.

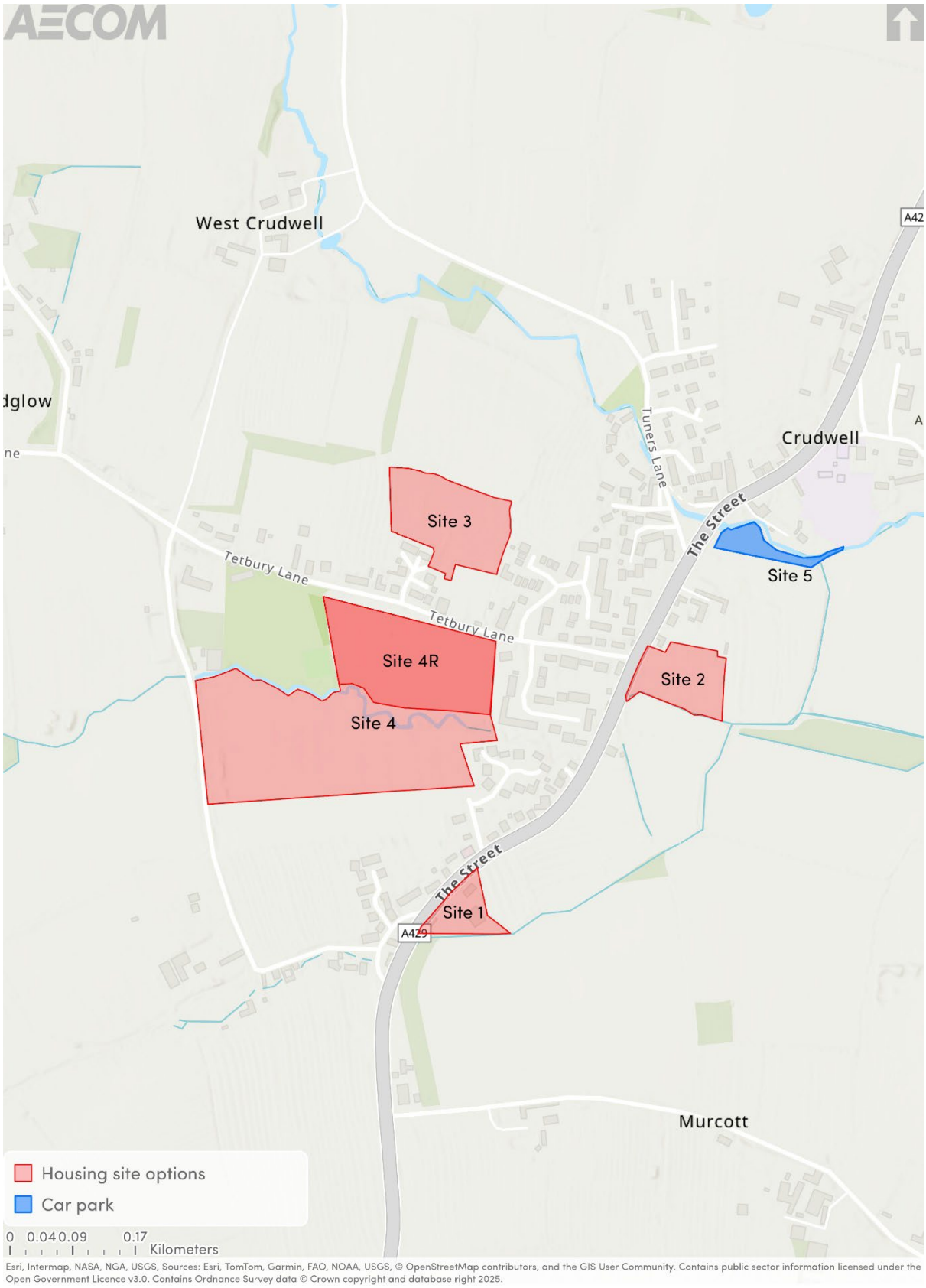

Figure 5.1 Site options

Spatial Strategy Options

5.14 With most of the site options unable to meet the housing need in full alone, there is a need to look further at the spatial strategy which may need to allocate two or more sites to deliver the residual need for 39 new homes. To support the choice of a development strategy for the CNP, the SEA process has identified two spatial strategy options as reasonable alternatives.

5.15 The residual housing need could potentially be met through a single larger allocation at Site 6 (Option 1), or by a combination of smaller allocations for which there are a choice of 3 sites (Option 2). [13] The SEA has appraised the relative sustainability merits associated with these two options with a view to informing the plan making process.

5.16 Spatial strategy reasonable alternatives focus on the revised Site 4 (Site 4R) as the latest position on the site and which still aligns with the housing need.

5.17 To summarise the options are as follows:

- **Option 1**: Delivery of new housing through a single allocation at Site 4R.
- **Option 2**: Delivery of new housing through allocating two or more of the smaller sites (Sites 1, 2, and 3).

5.18 The SEA has appraised the relative sustainability merits associated with these two options with a view to informing the plan making process.

5.19 **Figure 5.2** visually presents these two options.

[13] The full areas of the sites (as put forward through the 'call for sites', and Wiltshire's SHEELA) have been considered within the site assessment process. For the purposes of the SEA, the areas of the sites which have been included within the options appraisal reflect the locations which are considered the most suitable areas to take forward for new development (i.e., the least constrained parts of the sites). This reflects the conclusions of the site assessment process, and community preferences with regards to the potential location of new development within the neighbourhood area.

Figure 5.2: Spatial strategy options

6. Assessing reasonable alternatives

6.1 Utilising the SEA framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the appraisal has been presented through six SEA themes which have been 'scoped-in' to the assessment, as follows:

- Biodiversity and Geodiversity
- Climate Change (including Flood Risk)
- Landscape and Villagescape
- Historic Environment
- Air, Land, Soil and Water Resources
- Community Wellbeing

6.2 For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping as a methodological framework. Where appropriate neutral effects, or uncertainty will also be noted. Red indicates significant negative effects, whilst green indicates significant positive effects. Grey marks uncertainty. Every effort is made to predict effects accurately; however, where there is a need to rely on assumptions to reach a conclusion on a significant effect, this is made explicit in the appraisal text.

6.3 Efforts are also made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of significant effects. Numbers are used to highlight the option or options that are preferred from an SEA perspective with 1 performing the best. An 'equals' sign ("=") indicates options are ranked on par with each other and occurs when no significant/ meaningful differences can be drawn between options.

6.4 Finally, it is important to note that effects are predicted considering the criteria presented within Regulations.[14] So, for example, account is taken of the duration, frequency, and reversibility of effects.

6.5 Sources of information to support the appraisal has included (amongst others): Ordnance Survey maps, MAGIC Interactive Map,[15] the Environment Agency's Flood Risk Maps for England,[16] Natural England's Agricultural Land Classification maps,[17] Google Earth,[18] reports and interactive mapping layers available on Wiltshire Council's webpages,[19] the Wiltshire and Swindon HER,[20] and baseline studies provided by the Neighbourhood Group.

[14] Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 20004.
[15] MAGIC (2021): 'Interactive Map', [online] available to access via this link
[16] Environment Agency (2021): 'Flood Map for Planning', [online] available to access via this link
[17] Natural England (2021): 'Regional Agricultural Land Classification Maps and Likelihood of Best and Most Versatile Land', [online] available to access via this link
[18] Google (2021): 'Google Earth', [online] available to access via this link
[19] Wiltshire Council (no date): 'Maps', [online] available to access via this link
[20] Wiltshire Council (no date): 'Wiltshire and Swindon Historic Environment Record', [online] available to access via this link

Appraisal findings

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
Biodiversity and Geodiversity	Option 1	Option 2
There are no European designated sites situated directly within the boundaries of the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. This designation supports habitats and species identified under the annexes of the European Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC). The Crudwell Neighbourhood Plan Habitats Regulations Assessment[21] assessed the likely impact of allocating 40 homes through Sites 1 (15 homes) and 3 (25 homes) and considered it unlikely that proposed sites would have any significant effect on any European sites. However, it does note that a project level HRA may be required for developments coming forward as supported by the Crudwell Neighbourhood Plan (CNP). Therefore, effects on European sites following the allocation of homes at Sites 2 and 4 would be informed by project level HRAs if they are deemed necessary. There are no nationally designated sites situated directly within the boundaries of the neighbourhood area. However, in the wider area, the Cloatley Manor Farm Meadows Site of Special Scientific Interest (SSSI), Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. It is noted that the potential site allocations under both options intersect with one or more SSSI Impact Risk Zones (IRZs). However, a review of the relevant IRZs indicates that the proposed development is unlikely to adversely affect any SSSIs. As such, development is not expected to result in significant impacts. Therefore, with regards to potential impacts to European and nationally designated sites, both options perform similarly.	=1	=1

[21] Wiltshire Council (2025): 'Crudwell Neighbourhood Plan Habitats Regulations Assessment. [online] available to access via this link

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
With regard to non-statutory and locally important ecological features, the neighbourhood area includes several areas of Priority Habitat, and Ancient Woodland. However, none of the sites under consideration in either of the two options are located in close proximity to these features. Therefore, development under either option is not expected to have adverse effects on these designated areas. In line with current national and local policy requirements, Biodiversity Net Gain (BNG) would be expected in development under either option. It could be assumed that in larger sites, depending on their design, through economies of scale, there could be better opportunities for integrating green infrastructure enhancements that strengthen local ecological connections and support biodiversity targets. Option 1 may therefore offer greater scope for enhancing ecological networks, but such differences are likely to be marginal. Sites 1 and 2 are in close proximity to water courses and there is an unnamed stream and a small stretch of woodland that runs to the south of Site 4. These areas could provide an opportunity to integrate BNG into development in order to strengthen the ecological value of these sites and thus lead to minor positive effects under this SEA theme. It is noted that all sites are within the bird strike safeguarding zones for Kemble Airfield. These exist so as to ensure that development that results in the creation of environments that might attract large and/or flocking bird species is identified and risks mitigated appropriately. Overall, both options are not considered to have significant negative effects on the Biodiversity and Geodiversity SEA theme and may even present an opportunity to enhance the ecological value of the neighbourhood area through the application of BNG to existing habitats in proximity to the proposed sites.		
Climate Change (Including Flood Risk)	Option 1	Option 2

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
Following the UK Government's declaration to address the climate emergency, Wiltshire Council announced its own Climate Emergency in February 2019. Alongside this declaration, the council has pledged to become a net-zero carbon authority by 2030. Against this backdrop, it will be important for the CNP to support proposals that aim to reduce emissions and promote climate change resilience. In terms of climate change mitigation, road transport remains a key source of carbon dioxide within Wiltshire. As such, locating new development near Crudwell village could help to reduce reliance on private vehicles by providing accessibility to amenities and public transport. All sites proposed through both options are within a 10-minute walking distance from a bus stop and Crudwell Village centre. However, pedestrian access into the village centre is limited at Sites 1, 2 and 4, whereas Site 3 provides direct access via the existing PRoW network. Whilst both options perform favourably with respect to climate change mitigation efforts, Option 2 is considered to be a slightly more favourable option, given the proximity of Site 2 and 3 to the village centre and the access afforded to the existing PRoW network at Site 3. New development has the potential to elevate flood risks, either through altering existing patterns of surface or groundwater flow, increasing demand on drainage and wastewater systems, or by placing new residents within zones already prone to flooding. In terms of responding to the impacts of climate change, fluvial flooding within the neighbourhood area is concentrated along the main river corridor from the south east boundary of the plan area to the west of West Crudwell. Large sections of the neighbourhood area within this corridor are within Flood Zone 2 and 3 which represents areas of England which have a medium to high fluvial flood risk. Given that all potential site allocations apart from Site 3 are partially within Flood Zone 2, fluvial flood risk is likely to comprise a constraint to development through either option. However, because Site 3 is free from fluvial flood risk, Option 2 is considered to be more favourable in regard to fluvial flood risk given the NPPFs requirement for sequential testing. It is also considered that the provisions of national and local policies (including those relating to the sequential and exception tests), are also expected to steer proposals away from	2	1

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
areas at higher risk and ensure necessary mitigation is incorporated. This will be an important consideration for the spatial strategy of the CNP. When considering surface water flood risk, Site 2 has a strip of low, medium and high flood risk along its southern boundary, Site 4 has sections of low, medium and high risk running from its boundary from east to west. Site 1 lies within an area of low risk, and Site 3 is at no risk of surface water flooding. However, introducing new areas of hardstanding as a result of development may increase surface water runoff and pose localised flood risks to adjacent land. Despite this, the application of suitable drainage infrastructure should effectively manage and reduce runoff across all sites, which could in turn lead to flood betterment opportunities. Site 1 (Option 2) is located on previously developed land, where development at the site may provide such a betterment opportunity and lower flood risk compared to the baseline by introducing sustainable draining infrastructure. Therefore, Option 2 is considered to be more favourable when compared to Option 1 in relation to surface water flood risk concerns. Overall, the fluvial flood risk at most sites means the potential for significant negative effects is identified under both options. Both options have good access to the village centre (although access to public transport and active travel infrastructure is limited) which could help to reduce reliance on private vehicle usage, which represents a minor positive effect of development. However, Option 2 performs more favourably overall given the opportunity to develop in areas that are less prone to flood risk.		
Landscape and Villagescape	Option 1	Option 2
The neighbourhood area is not within but is in proximity of the Cotswolds National Landscape (NL). All site options are within two and a half kilometres of the Cotswolds NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality.	2	1

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
All of the sites being considered are within Character Area 7: Sherston Dipslope Lowlands.[22] Sensitivities within this landscape type that could be impacted by development include: loss of hedgerows, mature oak trees and visually insensitive development. All of the sites have the potential to impact the integrity of hedgerows in the plan area in the absence of sensitive design. However, in relation to visually insensitive design, development at all sites will have to have regard to the Crudwell Design Guidance and Codes document. The guide set out in this document seeks to help to mitigate issues surrounding the visual intrusion of development on the character area. Development under Option 1 has the potential to alter settlement identity and impact upon local views supported by the sites current flat topography. These impacts are particularly relevant given the sites proximity to the Cotswolds NL and a designated Local Green Space. Although the site is well connected to existing development to the east, it is a greenfield site that would extend development into the open landscape to the west. Option 2 directs growth to smaller sites; this could help to maintain settlement size, form and identity. However, all three sites proposed are settlement edge sites and outward growth has the potential to adversely impact the character and setting of Crudwell Village. It is expected that site specific impacts could be largely mitigated through effective design, landscaping and screening measures. Overall, it is considered that Option 2 performs marginally more favourably than Option 1 in the context of the landscape and villagescape theme. Development through Option 2 would provide an opportunity to maintain village form, size and identity. Furthermore, Option 2 contains a site that is previously developed. Redevelopment of the site has the potential to		

[22] Wiltshire Council (no date): 'North Wiltshire Landscape Character Assessment' Can be accessed from this link

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
deliver positive effects if a landscape led scheme could be delivered in line with design guidance. Overall, minor negative effects are concluded as likely for both options.		
Historic Environment	Option 1	Option 2
In relation to the historic environment, the neighbourhood area contains one Grade I, two Grade II*, and 42 Grade II Listed Buildings, alongside the designated Crudwell Conservation Area. Given the high concentration of heritage assets within the centre of Crudwell village, the potential for impacts on the historic environment is greater at sites located in or near this area. Whilst none of the sites directly contain any nationally designated heritage assets, an overview of the potential sensitivities is provided below: • Site 1 is positioned opposite the Crudwell Conservation Area and the Grade II listed Wyke House, with the A429 providing separation between these assets and the site. Development at this site therefore has the potential to impact the character, intrinsic qualities, and historic setting of designated heritage assets. • Site 2 is located within the Crudwell Conservation Area. Development at this site therefore has the potential to impact the historic setting of the Conservation Area and its associated assets. In the absence of a Conservation Area Appraisal, the Crudwell Design Guidance and Codes document will play a crucial role in reducing the extent of potential negative effects. • The results of a heritage impact study of Site 3 concluded that there will be direct visibility between Site 3 and the Conservation Area because the proposed site is on higher ground. Therefore, it is considered that without mitigation, the impact of development at this site could cause low-moderate localised harm to the setting of this part of the Conservation Area. However, in the context of the conservation area as a whole only minimal harm to the special significance of the Conservation Area is concluded. • Site 4 is located over 300 metres from a Listed Building. The nearest of these designations to the site is also screened from view by existing built-up areas within the village boundary. This site is close to the Crudwell Conservation Area, but there is vegetation and existing settlement structures screening view from the majority of Site 4. However, given the size of	=1	=1

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
site 4 and its greenfield nature, development of the site could significantly impact upon the setting of the Conservation Area. Reflecting the above, consultation with Historic England is encouraged to ensure that development proposals seek to implement sensitive design which respects and enhances the setting of nationally designated heritage assets. With reference to non-designated heritage features, the Wiltshire and Swindon HER[23] contains a total of 55 locally important heritage features in and around Crudwell Village. Following a high-level review of the HER, Site 2 and 4 are the most likely to have the greatest potential to contain undiscovered archaeological remains as they are the only sites with a recorded asset in proximity to their application boundary (asset MWI66335 ' Town Farm (Ravenhurst)' for Site 2; asset ST99SW600 'Mesolithic Flint Tools', asset ST99SW050 'Linears, North of Rommels Cottage', asset MWI79320 ' Neolithic Axe', and asset ST99SW603 'Enclosures, South East of Chedglow' for Site 4). Therefore, it is recommended that applications for new development within the neighbourhood area (particularly associated with Site 2 and 4) should ensure that any archaeological finds are appropriately recorded in line with best practice guidance. Overall, Option 1 performs more favourable than Option 2, given that Site 2 would bring forward development within the Crudwell Conservation Area and this would be considered a significant negative effect on the historic environment if Site 2 was progressed. However, development through Option 2 could help to mitigate significant impacts to the historic environment by proceeding with development at Sites 1 and 3, reducing impacts associated with the Crudwell Conservation Area that could arise following development at Site 2. Despite this allocation, both options are expected to have significant negative impacts with regard to the historic environment. Both options contain sites (Site 4 [Option 1]) and (Site 1 [Option 2]) in proximity to the Crudwell Conservation Area and development at either of these sites has		

[23] Wiltshire Council (no date): '*Wiltshire and Swindon Historic Environment Record'* Can be accessed from this link

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
the potential for significant negative effects on the setting and character of the Conservation Area.		
Land, Air, Soil, and Water Resources	Option 1	Option 2
In relation to soil resources, according to the provisional Agricultural Land Classification (ALC) the neighbourhood area is mostly underlain with Grade 2 and Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (best and most versatile land) or 3b (moderate quality land). Therefore, development at either option has the potential to result in the permanent loss of BMV land for agricultural purposes, which cannot be mitigated. However, given the scale of development, these impacts are not considered likely to be of significance. Whilst none of the sites under consideration are listed on Wiltshire's brownfield register[24], Site 1 is considered to be previously developed land. In this regard, any allocation of the sites within Option 2 that involve the development of Site 1 perform most favourably as they encourage the most efficient use of land in line with national and local policy. The water resources located within and in proximity of the neighbourhood area include unnamed streams that run along the southern border of site 1 and 2, and an unnamed stream that runs south of Site 4. There is potential for impacts to all 3 unnamed streams from run-off at Sites 1, 2 and 4 due to the proximity of the water courses to the proposed boundary of the sites. The plan should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to natural flood defence infrastructure. It is acknowledged that the presence of the stream and associated habitats in proximity to these sites may provide an opportunity to enhance the ecological value of these sites in line with national policy, which would represent a minor positive of development at these sites.	2	1

[24] Wiltshire Council (2022) '*Brownfield register*'. Can be accessed through this link

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
All sites are within a Nitrate Vulnerable Zone (NVZ). In this respect, development proposals, particularly at these sites, should be encouraged to deliver nitrate and water neutrality in line with latest guidance. There are no AQMAs in the neighbourhood area and given the small scale of development proposed (40 homes) there is not expected to be a significant impact to overall air quality of the neighbourhood area. Overall, no significant effects are anticipated under either option. Option 2 performs more favourably in relation to this SEA theme. Sites 2, 3, 4 are all potentially located on top of Grade 3a agricultural land, loss of this soil would constitute a significant negative effect of development on this theme. Given that Site 1 is previously developed land, any allocation of sites that progresses development at Site 1 would perform favourably in this regard. In terms of water resources, development at both options is considered to have the potential to enhance the water environment surrounding the sites, which would bring forward minor positive effects. It is not expected that either option will significantly impact the air quality of the local area, given the size of the proposed development.		
Community Wellbeing (including Transportation)	Option 1	Option 2
Accessibility to services and facilities is a key determinant of resident's quality of life. Community assets in the neighbourhood area include but are not limited to: Crudwell Village Hall, primary school, and Local Green Spaces to support physical wellbeing. Development of larger sites increases the viability of providing housing of an appropriate type and tenure (including affordable housing) to meet local needs. In this respect, Option 1 has the greatest potential to deliver wider benefits for the community. The benefits to wellbeing and mental health resulting from close contact with the natural environment are well-documented. In this regard, the land surrounding Crudwell village is	2	1

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
predominantly rural; therefore, there is a good supply of open space near all of the considered sites. All sites would be within a ten-minute walking distance of a designated Local Green Space (though it is recognised that active travel links and connectivity to the PRoW network is poor for Sites 1,2 and 4). Overall, Option 1 performs the most favourably in regard to access to open space, given its proximity to an existing Local Green Space. Given that Crudwell Village is understood to have increasing issues in terms of road traffic due to the winding, narrow road network, sites which are best placed to make use of the (albeit limited) local public transport/ active transport network are better performing in relation to this SEA theme. In this respect, new development areas should be encouraged to provide connectivity and accessibility to local public transport networks and maximise opportunities for safe walking and cycling to local services and facilities. As all of the sites are within or adjacent to the village, both options perform relatively favourably with respect to proximity and accessibility to public transport options. Regarding site access by car, all of the sites are connected to the existing highways network; therefore, site access is not likely to be problematic for any of the sites. However, it is recognised that some of these entry points might need to be widened and upgraded to accommodate additional traffic. Furthermore, sites that look to allocate one large site may exacerbate traffic issues in proximity to that site. In contrast, Option 2 distributes its allocations across 2 or 3 sites, which are in different locations around the village, which may result in a comparatively more dispersed impact on traffic. Access on foot to all sites are partially constrained by a lack of existing pedestrian infrastructure. Overall, both options are considered to be equally favourable and are expected to bring about significant positive effects. Option 2 provides locations that are closer in proximity to village services and public transport. However, Option 1 provides greater potential to deliver community benefits such as affordable housing and infrastructure improvements. While both options perform well in terms of vehicle accessibility and wellbeing. In terms of traffic flow in		

Discussion of Potential Effects and Relative Merits of Options	Rank of Preference	
the area, Option 2 is considered more favourable as it will have a lower-level impact, and it is noted that Option 1 may generate more localised traffic, particularly on Tetbury Lane. Additionally, Option 2 would deliver growth on areas of previously developed land in the village, which may help to regenerate and improve the quality of the public realm.		

Summary of appraisal findings

6.6 The table below summarises the rankings of the options with regards to their relative sustainability performance in relation to each SEA theme.

SEA Theme		Option 1 (Site 4R)	Option 2 (Small sites)
Biodiversity and Geodiversity	Rank	**=1**	**=1**
	Significant effects?	**No**	**No**
Climate Change (including Flood Risk)	Rank	**2**	**1**
	Significant effects?	**Yes – negative**	**Yes - negative**
Landscape and Villagescape	Rank	**2**	**1**
	Significant effects?	**No**	**No**
Historic Environment	Rank	**=1**	**=1**
	Significant effects?	**Yes - negative**	**Yes - negative**
Land, Air, Soil, and Water Resources	Rank	**2**	**1**
	Significant effects?	**No**	**No**
Community Wellbeing (including Transportation)	Rank	**2**	**1**
	Significant effects?	**Yes – positive**	**Yes - positive**

6.7 It is noted that Project level HRAs may be required for any site that is progressed in the CNP.

6.8 Overall, both options are not considered likely to have significant effects on the Biodiversity and Geodiversity theme and both options provide an opportunity to enhance the ecological value of the neighbourhood area through the integration of BNG into site design.

6.9 Potential impacts relating to climate change are largely dependent on the extent to which mitigation and adaptation measures are incorporated into the design of new development areas. All sites aside from Site 3 perform less favourably with respect to flood risk and active travel infrastructure. However, it is noted that Site 4 (Option 1) performs significantly worse than the other sites in the context of flood risk. Both Options would provide good access to the village centre, public transport, and active travel infrastructure which could help to reduce reliance on private vehicle usage.

6.10 For the Landscape and Villagescape theme, Option 1 would involve a slightly larger site, which would extend development to the west. Option 2 has greater

potential to complement the existing development scale and form of the village, however, it is still likely to have some negative impacts to the local landscape. All sites under Option 2 propose development outside of the existing settlement boundary and involve development into the open landscape. However, Option 2 also promotes the reuse of previously developed land at one site, Site 1. Redevelopment of the site has the potential to deliver positive effects if a landscape led scheme could be delivered in line with design guidance. Overall, Option 2 is expected to be more favourable in the context of the landscape and villagescape SEA theme in comparison to Option 1.

6.11 Both options perform similarly in relation to the Historic Environment theme, with development at Sites 1, 2 and 4 having the potential to have significant effects on the setting of the Crudwell Conservation Area. With regard to heritage assets, Site 1 is directly opposite the Grade II listed Wyke House, with the A429 providing separation between the Listed Building and the Crudwell Conservation Area at the site.

6.12 All sites proposed for development in the neighbourhood area are potentially located on top of Grade 3a agricultural land. Therefore, significant negative effects are concluded in relation to soil at Sites 2, 3 and 4 given the permanent loss of greenfield land at the sites. Option 2 performs more favourably in relation to soil, given that Site 1 proposes the development of previously developed land. In terms of water resources, Sites 1, 2 are in proximity to, and Site 4 intersects, unnamed streams. The presence of these streams presents an opportunity to implement BNG in line with national policy to strengthen the ecological value of these assets. Therefore, in regard to water resources both options perform similarly. There are no AQMAs in the neighbourhood area and given the small scale of development proposed by the CNP, it is not expected that there would be any significant effects on air quality as a result of development under either Option.

6.13 Finally, in relation to the Community Wellbeing (including Transportation) theme, there are different benefits to each option. Focussing on the differentiators, Option 1 is better located for access to the neighbourhood area's Local Green Spaces, whereas Option 2 is better located for access to the village centre and its associated facilities and services. Option 1 also benefits from the advantages of being a large site and therefore is more likely to deliver beneficial assets to the community, such as affordable housing or infrastructure improvements. However, through Option 2, by allocating smaller sites across the village, this may reduce impacts on local congestion issues. The delivery of all new homes on one larger site through Option 1 has the potential to exacerbate traffic impacts, which is a key concern for the community. Additionally, Option 2 would deliver growth on an area of previously developed land in the village, which may help to regenerate and improve the quality of the public realm. Overall, Option 2 is marginally more favoured in this regard, however both options are considered to have a significant positive effect under this SEA theme.

7. Identifying the preferred approach

7.1 At the beginning of the site allocation process, a review consultation took place in April 2024 to understand the community's views on housing development in the neighbourhood area. Through this consultation, three sites were identified that could potentially be made available:

- Land at Chapel Way (Ridgeway Farm).
- Carpenters Yard.
- Land south of Tetbury Lane.

7.2 A further consultation was undertaken in November 2025 which sought to gain community opinion on these sites. Following consultation, and the findings of the reasonable alternatives assessment, the Parish Council's preferred approach is to allocate Sites 1 and 3 under Option 2. Combined, these sites will best deliver the projected need of Crudwell in line with national housing targets, whilst still providing a high level of affordable housing.

7.3 The sites identified have been chosen for a number of reasons, including (but not limited to):

- Brownfield opportunities
- Access levels
- Proximity to infrastructure
- Community preference
- Smaller site sizes

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2)

Introduction

8.1 The aim of this part of the Environmental Report is to present appraisal findings and recommendations in relation to the current 'pre-submission' version of the CNP. This chapter presents:

- An appraisal of the current version of the CNP Review under the SEA theme headings; and
- The overall conclusions at this current stage and recommendations for the next stage of plan-making.

NDP policies

8.2 The CNP puts forward eight policies to guide development in the neighbourhood area, these are formed of new policies and modified and saved policies from the existing CNP. These are set out in **Table 8.1** below.

Table 8.1: CNP policies

Policy reference	Policy title
HOU1	Ridgeway Farm
HOU2	Carpenters Yard
Policy LB1	Cotswold Airport
Policy LB2	Kemble Business Park
Policy DC1	Design
Policy DAF1	Surface Water and Foul Water Drainage
Policy HS1	Highway Safety
Policy CPS1	Crudwell Primary School

Methodology

8.3 The assessment identifies and evaluates ‘likely significant effects’ on the baseline, drawing on the sustainability objectives identified through scoping.

8.4 Every effort is made predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a ‘no plan’ scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict ‘significant effects’, but it is possible to comment on merits (or otherwise) of the plan in more general terms.

8.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Neighbourhood Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects. Policies are considered as a whole when determining significance, but there is no need to systematically appraise policies individually. These effect ‘characteristics’ are described within the assessment as appropriate.

9. Appraisal of the Regulation 14 Version of the Neighbourhood Plan

Biodiversity and Geodiversity

9.1 Due to the neighbourhood area's proximity to European protected biodiversity sites, HRA screening was undertaken for the CNP (July 2025). The HRA screening concluded that the CNP will not result in likely significant effect on any European sites. This outcome is linked to site allocation within Policies HOU1, HOU2, LB1, LB2 and CPS2. Therefore, it has not been necessary to subject the CNP to an appropriate assessment under the Conservation of Habitats and Species (Amendment) Regulations 2019. However, it should be noted that if any changes are made to the CNP or the policies contained therein, it will be necessary for the amended NP to be subject to a repeat HRA screening.

9.2 The neighbourhood area does not contain any nationally designated sites. However, there are several sites within proximity to the neighbourhood area. As such, the neighbourhood area intersects with one or more SSSI IRZs. The IRZs spanning from these sites do not indicate residential development within the neighbourhood as a high-risk factor that would require further consultation. However, Policy LB1 seeks to protect Cotswold Airport and provide support for expansion given that the impacts on residential amenity and the local environment are met. The airport falls within an IRZ that indicates there is potential for proposed development of airport infrastructure to have a harmful effect on nearby SSSIs. However, given that the policy contains provisions to protect the natural environment, it is expected that any development would avoid significant adverse effects.

9.3 Additional positive effects are anticipated through wider measures such as Policy DC1, which will help to protect and enhance the natural environment. Furthermore, housing policies HOU1 and HOU2 contain provisions for the protection of the natural environment, encouragement of biodiversity and the protection of green spaces. These provisions, in addition to local and national policy, are expected to have positive effects on biodiversity and geodiversity within the neighbourhood area.

9.4 Overall, no significant effects are predicted for biodiversity. The development policies proposed as part of the CNP are not expected to lead to adverse effects on biodiversity and geodiversity and the housing policies afford a level of protection to the natural environment. **Minor positive effects** are therefore predicted for biodiversity and geodiversity.

Climate Change (including Flood Risk)

9.5 In response to the UK Government's commitment to tackling the climate crisis, Wiltshire Council declared a Climate emergency in 2019. Consequently, the CNP encourages design features that help the parish to mitigate and adapt to climate change, increasing the resilience of the neighbourhood area and its community.

9.6 Flood risk is a key issue in some parts of the neighbourhood area, with fluvial flooding (from Swill Brook) predominantly affecting the residents of Crudwell and local farmland, with more widespread surface water flood risk across the neighbourhood area predominantly affecting road infrastructure in the settlements. Sewer flooding is also an issue during prolonged wet weather. However, flood alleviation works are ongoing.

9.7 The spatial strategy of the CNP proposes two sites for development. Policy HOU1 allocates 'Ridgeway Farm' for development. Ridgeway Farm is not within Flood Zone 2 or 3 and is not constrained by surface water flood risk. Policy HOU2 allocates 'Carpenters Yard' for housing development. This site is partially within Flood Zone 2 and suffers from surface water flooding but it is a previously developed site.

9.8 The CNP includes policies within its wider framework that will assist in reducing the impacts associated with flood risk. Policy DAF1 builds upon higher level policy and guidance to incorporate sustainable drainage systems and flood risk assessments for developments in areas that are at risk of flooding. Furthermore, Policy DAF1 requires that for greenfield sites, run-off rates are reduced by 20% post development, and for previously developed sites, run-off rates should be as close to greenfield rates as practical.

9.9 The proposed policies also consider the improvement of pedestrian infrastructure in proximity to the proposed sites. These provisions should lead to positive effects on the neighbourhood area, as pedestrian access was identified as a key issue facing the plan area. This is reinforced by Policy HS1 which seeks to improve pedestrian and cycle safety and access throughout the parish.

9.10 Employment land development policies (LB1 and LB2) are expected to be supported through wider polices with regard to flood risk. Furthermore, development of greenfield under these policies would require a 20% betterment over greenfield runoff rates under Policy DAF1. Policy LB1 also stipulates that extensions to the site that are expected to increase traffic must be accompanied by a travel plan to help reduce traffic impacts and support sustainable development.

9.11 With regard to renewable energy, the housing development policies and Policy DC1 encourage the integration of green / sustainable technologies into the design of individual dwellings, which is in conformity with local and national policy.

9.12 Overall, the policy provisions are expected to support climate resilience and are considered most likely to lead to **minor positive effects** within the Parish.

Landscape and villagescape

9.13 Crudwell Parish borders the Cotswolds National Landscape to the west. As such, development within the parish should have regard the most recent Cotswolds National Landscape Management Plan to avoid adverse effects on landscape character.

9.14 The CNP contains several policy provisions that will help to mitigate the impacts of new development. Of note, the site allocation policies contain stipulations such as the retention of trees and screening between development

and the natural landscape, which will help to mitigate the effect of housing development on landscape character. Furthermore, Policy HOU2 seeks to utilise previously developed land. Redevelopment of previously developed land has the potential to deliver positive effects for the landscape given the site could otherwise be vacant.

9.15 The wider policy framework will also contribute positively to maintaining the landscape character of the area. Policy DC1 ensures that key design principles (linked to the Crudwell Design Code) are contained within design proposals, helping to respect and enhance the character and distinctive appearance of Crudwell Parish.

9.16 The CNP also allocates two sites for the potential redevelopment of employment land within the neighbourhood area. The first of these policies (LB1) recognises the importance of protecting the Cotswolds National Landscape and the local landscape. Additionally, it is expected that the wider policy framework as well as provisions provided within the emerging Local Plan review and the NPPF will help to safeguard and enhance where possible.

9.17 Overall, no significant effects are considered likely from the CNP given that a number of development policies, the wider policy framework as well as provisions provided within the emerging Local Plan review and the NPPF recognise the importance of protecting and conserving the natural environment. However, with development of greenfield land in proximity to a national protected landscape, **minor negative effects** are predicted likely at this time, with the potential for some localised **minor positive effects** given that development at Carpenters Yard would utilise previously developed land.

Historic Environment

9.18 Alongside a number of designated heritage assets, including the Crudwell Conservation Area, the historic rural character is also considered of value locally.

9.19 There are historic environment designations near the proposed housing site allocations (Policies HOU1 and HOU2), including Crudwell Conservation Area. However, protection of the neighbourhood area's historic environment is included in provisions within the site allocation policies. These provisions will ensure that design is in keeping with Crudwell's character, in accordance with the Crudwell Design Code. However, it is recognised that Policy HOU2 policy could be enhanced by directly identifying the need to respond to a sensitive heritage setting opposite this site.

9.20 While no specific provisions relating to the historic environment are contained within the employment land policies, it is expected that the wider policy framework as well as provisions provided within the emerging Local Plan review and the NPPF will help to safeguard and where possible, enhance historic assets if development were brought forward at these sites. However, it is recognised that there are a number of Grade II listed buildings surround Cotswold Airport. Recognition of these assets within Policy LB1 would help to enhance this policy in the context of the Historic Environment.

9.21 The wider policy framework contains provisions that seek to maintain and enhance the historic character of Crudwell Parish. Policy DC1 seeks to

supplement development policies by requiring proposals to have regard to the Crudwell Design Guidance and Codes document.

9.22 Given existing policy requirements no significant effects are considered likely. With the support of a local design code, and requirements for housing development to protect the neighbourhood area's historic environment, **neutral effects** are considered most likely at this stage with some uncertainty in the absence of detailed proposals.

Land, Air, Soil, and Water Resources

9.23 Agricultural land resources within the neighbourhood area are highly valued as a key component of rural character. Despite this, the CNP has a strategic housing need, and with a lack of suitable brownfield alternatives, an element of greenfield loss is inevitable. The CNP does utilise the available brownfield land in the parish in site allocation Policy HOU2 and additionally one development site (HOU1) is proposed which will lead to a loss of around 2ha of agricultural land at the settlement edge. This land is identified in provisional datasets as potentially containing Grade 3a agricultural land. Negative effects in relation to soil resources are therefore likely, but the spatial strategy on the whole is considered to support the efficient use of land in the neighbourhood area.

9.24 Both employment land policies are located entirely on previously developed land, and so redevelopment or expansion of these sites within their existing boundaries is not expected to lead to the permanent loss of soil resources.

9.25 During severe rainfall events surface water gets into the foul water systems and can result in sewage leakage. Local concerns have been raised in response to the proposed development of 40 homes within Crudwell village exacerbating this issue. Sewage flooding is noted as a key issue in the area and as such policy DAF1 seeks to address these concerns by integrating sustainable drainage systems, requiring site specific flood risk assessments and ensuring that development leads to betterment over existing surface water run-off rates.

9.26 Overall, no significant effects are considered likely. The CNP demonstrates a proactive approach towards balancing development needs with the protection of land, air, soil, and water resources. While acknowledging the loss of agricultural soils, the plan seeks to re-use the available previously developed land and incorporate measures to mitigate flood risk and address community concerns. Therefore, both **minor positive and minor negative effects** are predicted in relation to the Land, Air, Soil, and Water resources theme.

Community Wellbeing (including Transportation)

9.27 The CNP includes two allocations for housing in Policies HOU1 and HOU2. The sites will together deliver a total of 40 homes within the neighbourhood area during the plan period. Provisions within these policies will ensure that the housing type and size meets identified local needs.

9.28 The addition of 40 new homes to the neighbourhood area is likely to lead to an increase in vehicles on the road network that could exacerbate existing congestion issues within the plan area. However, both housing sites are well located with regard to the existing facilities and services within Crudwell village,

which could help to mitigate private vehicle use for short trips and support healthy lifestyles within the parish.

9.29 It is recognised that pedestrian infrastructure in proximity to the housing sites needs to be improved; this has been identified in Policies HOU1 and HOU2. In terms of the Parish's wider pedestrian infrastructure, Policy HS1 of the CNP supports public realm improvements through pedestrian and cycling infrastructure provision. This should help to facilitate active and sustainable travel and a reduction in private vehicle use in the plan area.

9.30 Policies LB1 and LB2 look to protect the economic vitality of the neighbourhood area by allowing for the protection (LB1 and LB2) and possible expansion (LB1) of existing employment areas within Crudwell Parish. These policies will help to protect and grow the local economy, though provision to upgrade the local broadband network may enable improved internet access, supporting more people to work from home. In the context of travel, expansion of employment land under Policy LB1 that is likely to have significant transport implications would have to be accompanied by a travel plan with the aim to reduce private car use.

9.31 Supporting residents' quality of life by safeguarding existing community facilities and infrastructure is key to the CNP. Policy CPS1 is important in this regard, aiming to support the safeguarding and expansion of the Crudwell Primary School for community use. This policy will help to support the school to accommodate for a growing population linked to housing growth within the area and provide opportunities for community cohesion.

9.32 Overall, the CNP policy framework encourages high-quality development that supports a range of housing needs. Additionally, the framework looks to facilitate opportunities to enhance the sustainable travel network, community facilities and protect economic vitality. Therefore, **significant positive effects** are considered likely in relation to the Community Wellbeing (including transportation) theme.

10. Conclusions and recommendations

Conclusions

10.1 **Significant positive effects** are expected in relation to community wellbeing (and transportation). Policies HOU1, HOU2, HS1, and CPS1 seek to deliver a mix of high-quality, energy-efficient and accessible housing alongside community facilities and active travel infrastructure. These provisions are expected to have a lasting impact on local quality of life, social cohesion and local vitality.

10.2 **Minor positive effects** are expected with regard to climate change (including flood risk). This reflects the avoidance of impacts expected by the spatial strategy (site allocations), and additional policy measures which seek to increase climate resilience and improve the active travel network.

10.3 In terms of land, air, soil and water resources, both **minor positive and minor negative effects** are predicted. The CNP takes a proactive approach towards the protection of land, air, soil and water resources. While the loss of greenfield land is acknowledged, the plan seeks to re-use previously developed land and incorporate significant measures to mitigate flood risk and address community concerns.

10.4 With regard to biodiversity and geodiversity, **minor positive effects** are predicted. Given the spatial strategy of the CNP avoids habitat loss and in conformity with national and local policy net gains should be delivered.

10.5 **Neutral effects** are concluded as the most likely in relation to the historic environment. Whilst the spatial strategy has the potential to negatively impact the historical environment, plan policies seek to mitigate these effects.

10.6 The plan proposes policy provisions that seek to reduce the effects of development on landscape character. However, with small scale greenfield development so close to a nationally protected landscape, **minor negative** effects are predicted at this stage. However, there is potential for some localised **minor positive effects** given a landscape led design approach to development at Carpenters Yard utilising previously developed land.

Recommendations

10.7 Three policy recommendations are made for consideration:

- Whilst it is assumed that policy prefers achieving biodiversity net gains onsite in new developments, where this is not possible, it could be of benefit to identify key local areas that could be targeted for off-site measures.

- Given the Parish's rural setting, it is considered that the integration of a policy relating to internet connectivity could benefit the area. Providing support for developments which provide or enhance the provision of high-speed, or fibre optic broadband given that it doesn't impact landscape character or the environment could help to support residents working from home and have an indirect effect on transport related emissions within the neighbourhood area.

- Given the heritage sensitivities associated with the spatial strategy and Cotswold Airport, the SEA recommends that development proposals are accompanied by heritage assessments which detail the heritage sensitivities and significance of the location, with the design of any new development areas informed by the finding of the assessments and the stipulations within the Crudwell Design Codes and Guidance document.

Part 3: What are the next steps?

11. Next steps and monitoring

Next steps

11.1 This Environmental Report accompanies the CNP for Regulation 14 consultation.

11.2 Following consultation, any representations made will be considered by the Parish Council and the CNP and Environmental Report will be updated as necessary. The updated Environmental Report will then accompany the CNP for submission to the Local Planning Authority, Wiltshire Council, for further consultation and independent examination.

11.3 At independent examination, the CNP will be considered in terms of whether is meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy.

11.4 If the Independent Examination is favourable, the CNP will be subject to a referendum, organised by Wiltshire Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once made, the CNP will become part of the Development Plan for the district, covering the Neighbourhood Area.

Monitoring

11.5 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

11.6 It is anticipated that monitoring of effects of the CNP will be undertaken by Wiltshire Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the CNP that would warrant more stringent monitoring over and above that already undertaken by Wiltshire Council.

Appendix A – Individual Site Assessments

Site 1: Carpenters Yard (15 homes)

SEA Theme	Assessment outcomes	Likely effect
Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. This site supports habitats and species identified under the annexes of the European Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC). Negative effects could arise through habitat degradation, loss, or increased recreational use. Consequently, any future development should assess the risk of impacts on these habitats early in the process, with specific consideration given to factors such as physical disruption, lighting, noise and vibration, pollution and to recreational pressure. At the national level, there are no designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Cloatley Manor Farm Meadows Site of Special Scientific Interest (SSSI), Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. It is noted that the potential allocation of this site intersects with one or more SSSI Impact Risk Zones (IRZs). However, a review of the relevant IRZs indicated that the proposed development is unlikely to adversely affect any SSSIs or associated SAC, SPA, or Ramsar designations. As such, development is not expected to result in significant impacts on designated sites. Site 1 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. The absence of these zones in proximity to the site means that there could be limited strategic potential for habitat restoration and enhancement. Additionally, the site does not intersect with BAP Priority Habitats – though it is noted that there is a strip of woodland that extends south from the south west of the site as well as hedgerows along the southern and south eastern boundary. These should be retained and enhanced as far as possible to avoid biodiversity loss and help to enhance ecological connectivity and deliver biodiversity net gain (BNG). At this time, **neutral effects** are considered likely if development were to come forward on this site. This reflects the reduced biodiversity value of the site.	N

SEA Theme	Assessment outcomes	Likely effect
Climate change (including flood risk)	In terms of climate change mitigation, this site is within fluvial Flood Zone 2 and as such is at medium risk of fluvial flooding. Additionally, the site has areas that are at a 'Low' risk of surface water flooding. However, the site is previously developed, and so development is unlikely to exacerbate flood risk given the sites existing built environment. Furthermore, development at the site would provide an opportunity to replace the existing concrete surface with sustainable drainage systems that could help to alleviate flood risk in the area. The site is well located in relation to the existing Crudwell settlement and its services and facilities. However, given there is limited direct access to active travel routes or public transport, growth here could contribute to a greater number of vehicles and transport related emissions. Though, this is not likely to be significant given the level of growth proposed and the size of Crudwell. The site is also expected to contribute to an increase in absolute carbon and greenhouse gas emissions related to an increase in domestic activity. Overall, it is considered that **minor positive** effects would be expected in the context of flood risk as development at the site offers the opportunity to replace the existing concrete surface at the site with sustainable drainage systems that could reduce the prevalence of flooding at the site. Furthermore, the proposed development would involve the transition of the site from an industrial trucking yard to residential use. Although residential development is expected to generate an increase in domestic energy consumption, it is likely that any change in traffic related emissions would be limited, given the sites existing use. The site's proximity to the village core may help to moderate increases in transport emissions by enabling shorter trips by active travel. However, the site currently has poor access to public transport and active travel infrastructure, which may limit the potential for reduced private vehicle use.	MP

SEA Theme	Assessment outcomes	Likely effect
Landscape and Villagescape	The site is not located within the Cotswolds National Landscape (NL), but it is within 2.5km of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. The site is also previously developed, which will reduce the potential for adverse effects as the existing landscape value of the site is likely to be limited. Redevelopment of previously developed land has the potential to deliver positive effects for the landscape. The site has a relatively flat topography, and as such development here could change views from the surrounding area – including from the public right of way (PRoW) on the eastern site boundary. However, there is a level of natural screening afforded between the site and this PRoW which offers the potential to integrate housing without prominent visual intrusion. The site lies outside the existing settlement boundary and is separated from the main built-up area by the A429, resulting in detachment from the existing settlement structures of the village. Development in this location could set a precedent for further expansion to east, extending built form into the open landscape. Such outward growth outward growth has the potential to adversely impact the character and setting of Crudwell Village. Given the impacts of development on the landscape and Villagescape theme, **uncertainty** is noted at this stage. This reflects the potential for development to set a precedent for future growth outside of the settlement boundary. However, It is also recognised that redevelopment of the site has the potential to deliver positive effects if landscape led masterplanning were undertaken at the site in line with design guidance.	U

SEA Theme	Assessment outcomes	Likely effect
Historic environment	The site lies opposite the Crudwell Conservation Area and the Grade II listed Wyke House, with the A429 providing separation between these assets and the site. Development at this site therefore has the potential to impact the character, intrinsic qualities, and historic setting of designated heritage assets to an extent. However the presence of the A road is recognised as a defensible boundary between the site and the asset which reduces the potential for significant adverse effects. In regard to non-designated heritage assets and features, the site is not in proximity to any recorded assets and therefore is considered to have a low potential for containing previously undiscovered archaeological remains. With the above in mind, it is considered that **minor negative effects** could arise from development at this site. This is to acknowledge the potential for impact upon the setting to the conservation area and the Grade II listed building.	MN

SEA Theme	Assessment outcomes	Likely effect
Air, land, soil, and water resources	According to the provisional Agricultural Land Classification (ALC) provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (best and most versatile land [BMV]) or 3b (moderate quality land), as the provisional tool does not differentiate between them. However, the site is classified as previously developed land, which is preferable to the development of greenfield sites due to the reduced pressure on natural resources. Furthermore, national policy supports the efficient use of previously developed land, encouraging development that makes the most of previously developed land where possible. Additionally, there is a small stream that runs within ten metres of the site's southern boundary. The close proximity of the site to this stream increases the likelihood that development could have a direct or indirect impact on the water environment, including the riparian corridor, local biodiversity, and downstream water quality. Furthermore, construction near the river may result in increased surface water runoff or disturbance of habitats unless appropriately mitigated. Therefore, development should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. The site is not near a designated Air Quality Management Area (AQMA). However, congestion along the A429 is a key issue in the neighbourhood area. Any increase in vehicle transport linked to development has the potential to contribute towards poor air quality in the future. However this is unlikely to be significant. Overall, it is considered that development on this site would have **minor negative effects** on air, land, soil, and water resources. This is due to the presence of a stream adjacent to the site and the potential for increased vehicle movements associated with the development. However, because the site is previously developed land, it helps to mitigate concerns related to soil health that would typically arise from the development of greenfield land.	MN

SEA Theme	Assessment outcomes	Likely effect
Community wellbeing (including transportation)	This site could deliver up to 15 homes, contributing positively towards meeting local housing needs. However, in isolation this will not meet the identified housing target of 39 homes. Site 1 currently has limited pedestrian access, with access provided via a shared road used by both vehicles and pedestrians. The road adjacent to the site lacks pavements and safe crossing points, limiting pedestrian safety and accessibility. Furthermore, there is no PRoW offering direct connections to the site. Development of the site without addressing these limitations would likely increase dependence on private vehicles and reduce pedestrian safety in the neighbourhood area. Increased vehicle use could exacerbate existing safety and congestion concerns along the A429, both of which are known issues in the neighbourhood area. However, this is unlikely to be significant. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and designated Local Green Spaces to support physical wellbeing. Although the site lies adjacent to the Crudwell settlement boundary and therefore offers good access to local services and facilities, its location outside the settlement boundary represents a constraint, and could contribute towards urban sprawl east of the A429 which could impact negatively on community cohesion and settlement identity. Given the above, **minor positive** effects are considered likely at this time. This is due to the site being well located with regard to local services and would contribute towards the overall housing target. However, there is a level of uncertainty surrounding transport due to the limited pedestrian access afforded by the site in its current state.	MP

Site 2: Coach House (22 homes)

SEA Theme	Assessment outcomes	Likely effect
Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. This site supports habitats and species identified under the annexes of the European Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC). Effects could arise through habitat degradation, loss, or increased recreational use. Consequently, any future development should assess the risk of impacts on these habitats early in the process, with specific consideration given to factors such as physical disruption, lighting, noise and vibration, pollution and to recreational pressure. At the national level, there are no designated sites situated directly within the boundaries of the site or neighbourhood area. However, in the wider area, the Cloatley Manor Farm Meadows SSSI, Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. It is noted that the potential allocation of this site intersects with one or more SSSI IRZs. However, a review of the relevant IRZs indicated that the proposed development is unlikely to adversely affect any SSSIs or associated SAC, SPA, or Ramsar designations. As such, development is not expected to result in significant adverse effects on designated sites. Site 2 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. The absence of these zones in proximity to the site means that there could be limited strategic potential for habitat restoration and enhancement. It is noted that the site is proposed on previously undeveloped land. However, this land is not constrained by designated biodiversity sites. Additionally, the site does not intersect with BAP Priority Habitats – though it is noted that there is a strip of woodland that extends east from the south east of the site This should be retained and enhanced as far as possible to avoid biodiversity loss and help to enhance ecological connectivity. At this time, **neutral effects** are predicted, reflective of the unconstrained nature of the site.	N

SEA Theme	Assessment outcomes	Likely effect
Climate change (including flood risk)	In terms of climate change mitigation, the southern half of the site is within fluvial Flood Zone 2, and as such is at medium risk of fluvial flooding. Additionally, the site is at high risk of surface water flooding along its southern boundary. The site is well located in relation to the existing Crudwell settlement and its services and facilities. However, given there is limited direct access to active travel routes or public transport, growth here would likely contribute to a greater number of vehicles and transport related emissions. Though, this is not likely to be significant given the level of growth proposed and the size of Crudwell. The site is also expected to contribute to an increase in absolute carbon and greenhouse gas emissions related to an increase in domestic activity. Overall, it is considered that development at this site would have **minor negative effects**. This reflects the existing flood risk at the site and the expected increase in greenhouse gas emissions associated with additional housing. These impacts are further exacerbated by the limited active travel infrastructure, which increases reliance on private vehicles.	MN

SEA Theme	Assessment outcomes	Likely effect
Landscape and Villagescape	The site is not located within the Cotswolds NL, but it is within 2.5km of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. The site's relatively flat topography and limited natural screening mean that development could alter views from the surrounding area including the wider landscape character and setting. Any development will need to follow a landscape led design and the Crudwell Design Guidance and Codes document to reduce the potential for negative effects on the landscape and villagescape. The site lies outside the existing settlement boundary and is separated from the main built-up area by the A429, resulting in detachment from the existing settlement structures of the village. Development in this location could set a precedent for further expansion to the south-east, extending built form into the open landscape. Such outward growth has the potential to adversely impact the character and setting of Crudwell Village. The location of the site outside of the existing built-up area could lead to further development outside of the existing settlement in the future. Development of this manner has the potential to contribute to urban sprawl, affecting the character and setting of Crudwell Village. Overall, the site's open nature, combined with its location outside the existing settlement boundary suggests high landscape and villagescape sensitivity. This reflects the potential for development to set a precedent for future growth outside of the settlement boundary and into the surrounding landscape. While careful, landscape-led design could help mitigate some effects, the introduction of built form would likely result in adverse impacts on local landscape character and the villagescape. Therefore, it is predicted that **minor negative effects** would arise following development at this site under this SEA theme.	MN

SEA Theme	Assessment outcomes	Likely effect
Historic environment	The site is wholly greenfield located within the Crudwell Conservation Area. Development at this site therefore has the potential to impact the character, intrinsic qualities, and historic setting of the conservation area and its associated assets. In the absence of a Conservation Area Appraisal, the Crudwell Design Guidance and Codes document will play a crucial role in reducing the extent of potential negative effects. In regard to non-designated heritage assets and features, the site is within 100 metres of an 19th century farmstead. With the above in mind, it is considered that **significant negative effects** could arise from development at this site, reflective of the constraints present.	SN
Air, land, soil, and water resources	According to the provisional ALC provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (BMV land) or 3b (moderate quality land), as the provisional tool does not differentiate between them. The site is wholly greenfield land and so development would lead to the permanent loss of this resource. Additionally, there is a small stream that runs within ten metres of the site's southern boundary. The close proximity of the site to this stream increases the likelihood that development could have a direct or indirect impact on the water environment, including the riparian corridor, local biodiversity, and downstream water quality. Furthermore, construction near the river may result in increased surface water runoff or disturbance of habitats unless appropriately mitigated. Any development of the site should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. The site is not near a designated AQMA, though it is recognised that congestion along the A429 is a key issue in the neighbourhood area, and an increase in vehicle transport linked to development has the potential to contribute towards poor air quality in the future. However, this is unlikely to be significant. Considering the above, **minor negative** effects are predicted in relation to water and air quality. **Uncertain** effects reflect the potential loss of high quality BMV agricultural land. However **significant negative** effects are concluded in relation to soil, given the permanent loss of greenfield land at the site.	SN

SEA Theme	Assessment outcomes	Likely effect
Community wellbeing (including transportation)	Given the size of the site, allocating it for development is anticipated to bring forward around 22 homes. This will contribute positively towards meeting local housing needs. However, in isolation this will not meet the identified housing target of 39 homes. Pedestrian accessibility to Site 2 is currently limited. Access is only available via a shared road used by both vehicles and pedestrians. The road adjacent to the site lacks pavements and safe crossing points, limiting pedestrian safety and accessibility, and there are no PRoW providing direct connections to the site. While a PRoW to the southwest offers a link to Murcott, it does not directly serve the site. If development proceeds without improvements to pedestrian infrastructure, it is likely to increase reliance on private vehicles and impact pedestrian safety within the local area. This could worsen existing safety and congestion issues along the A429, both of which are already recognised as a concern in the neighbourhood area. However, this is unlikely to be significant. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and Local Green Spaces to support physical wellbeing. Although the site lies adjacent to the Crudwell settlement boundary, and therefore offers good access to local services and facilities, its location outside the settlement boundary represents a constraint, and could contribute towards urban sprawl east of the A429 which could impact negatively on community cohesion and settlement identity. Given the above, **minor positive** effects are considered likely at this time. This is due to the site being well located with regard to local services and would contribute towards the overall housing target. However, there is a level of uncertainty surrounding transport due to the limited pedestrian access afforded by the site in its current state.	MP

Site 3: Ridgeway Farm (25 homes)

SEA Theme	Assessment outcomes	Likely effect
Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site nor the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. This designation supports habitats and species identified under the annexes of the European Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC). Effects could arise through habitat degradation, loss, or increased recreational use. Consequently, any future development should assess the risk of impacts on these habitats early in the process, with specific consideration given to factors such as physical disruption, lighting, noise and vibration, pollution and to recreational pressure. At the national level, there are no designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Cloatley Manor Farm Meadows SSSI, Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. It is noted that the potential allocation of this site intersects with one or more SSSI IRZs. However, a review of the relevant IRZs indicated that the proposed development is unlikely to adversely affect any SSSIs or associated SAC, SPA, or Ramsar designations. As such, development is not expected to result in significant impacts on designated sites. Site 3 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. The absence of these zones in proximity to the site means that there could be limited strategic potential for habitat restoration and enhancement. It is noted that the site is proposed on wholly greenfield land. However, this land is not constrained by designated biodiversity sites. Additionally, the site does not intersect with BAP Priority Habitats – though it is noted that there is a hedgerow to the north and one to the east of the site. These should be retained and enhanced as far as possible to avoid biodiversity loss and help to enhance ecological connectivity and deliver BNG. At this time, **neutral effects** are concluded, reflective of the unconstrained nature of the site.	N

SEA Theme	Assessment outcomes	Likely effect
Climate change (including flood risk)	The site is not constrained by fluvial or surface water flood risk, with the exception of a small strip of medium surface water flood risk to the south east of the site. The site is well located in relation to the existing Crudwell settlement and its services and facilities. There is an existing PRoW to the east of the site, extending this PRoW to the site would provide direct access to Crudwell and Chedglow villages by a PRoW, reducing the reliance on vehicle travel for travel into nearby settlements. However, it is recognised that there is currently limited access to public transport throughout the village. Development at the site is expected to contribute to an increase in absolute carbon and greenhouse gas emissions related to an increase in domestic and travel activity. Overall, broadly **neutral effects** are concluded**.** This reflects the absence of flood risk at the site and connectivity to a PRoW. However, the allocation of 25 homes is expected to lead to an increase in greenhouse gas emissions, particularly from transport and domestic energy use.	N
Landscape and Villagescape	The site is not located within the Cotswolds NL, but it is within 2km of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. The site's relatively flat topography and limited natural screening mean that development could alter views from the surrounding area. Therefore, any development should be master planned and landscape-led in line with design guidance at the local and national level. The proximity of the site to existing development, and similar topography to the existing Crudwell built-up area could provide opportunities for new housing to be positively integrated. Furthermore, the site is set back from the main road and benefits from screening by existing built form, reducing the potential for adverse effects to arise in the context of the landscape. However, the site is proposed at a settlement edge site and outward growth has the potential to adversely impact the character and setting of Crudwell village. Overall, **minor negative effects** are concluded at this stage. This is given that the site is greenfield and relatively open in nature, however well connected to existing development along Tetbury Lane.	MN

SEA Theme	Assessment outcomes	Likely effect
Historic environment	The site is not adjacent to, or in immediate proximity to, any designated historic assets. A heritage appraisal conducted in 2018 concluded that development at this site could potentially have a localised effect on the setting of the Conservation Area because of its proximity and prominence on higher ground. However, in the context of the Conservation Area as a whole, only minimal harm to the special significance of the Conservation Area is concluded. In regard to non-designated heritage assets and features, the site is not in proximity to any recorded assets and therefore is considered to have a low potential for containing previously undiscovered archaeological remains. **Minor negative** effects are therefore considered at this stage reflecting existing screening and distance from designated historic assets.	MN
Air, land, soil, and water resources	According to the provisional ALC provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (BMV land) or 3b (moderate quality land), as the provisional tool does not differentiate between them. Furthermore, there is an area of Grade 2 agricultural land to the north of the site that extends west. Development at this site must ensure that it does not diminish the quality of this soil via physical disruption, surface water run-off, or pollution. The site is wholly greenfield land and so development would lead to the permanent loss of this resource, alongside potential loss of high quality agricultural land. The site is not near a designated AQMA, though it is recognised that congestion along the A429 is a key issue in the neighbourhood area, and an increase in vehicle transport linked to development has the potential to contribute towards poor air quality in the future. Considering the above, **minor negative** effects are predicted in relation to water and air quality. **Uncertain** effects reflect the potential loss of high quality BMV agricultural land. However **significant negative** effects are concluded in relation to soil, given the permanent loss of greenfield land at the site.	SN

SEA Theme	Assessment outcomes	Likely effect
Community wellbeing (including transportation)	Given the size of the site, allocating it for development is anticipated to bring forward around 25 homes. This will contribute positively towards meeting local housing needs. However, in isolation this will not meet the identified housing target of 39 homes. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and Local Green Spaces to support physical wellbeing. Although the site lies adjacent to the Crudwell settlement boundary, and therefore offers good access to local services and facilities, its location outside the settlement boundary represents a constraint, and could contribute towards urban sprawl to the north east, which could have a negative impact on community cohesion and settlement identity. This site is directly adjacent to an existing PRoW that would provide residents with direct access to Crudwell Village, West Crudwell Village, and Chedglow Village. This connectivity could help to reduce reliance on private vehicle usage in the area. However, the site is constrained by poor pedestrian infrastructure, limiting pedestrian safety and accessibility. If development proceeds without improvements to pedestrian infrastructure, it is likely to increase reliance on private vehicles and impact pedestrian safety within the local area. However, this is unlikely to be significant. Given the above, **minor positive** effects are considered likely at this time. This is due to the site being well located with regard to local services and that development would contribute towards the overall housing target.	MP

Site 4: South of Tetbury Lane (60 homes)

SEA Theme	Assessment outcomes	Likely effect
Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site nor the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. At the national level, there are no designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, Cloatley Manor Farm Meadows SSSI, Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. Despite this proximity, the proposed development is not anticipated to have a harmful effect on the SSSIs, according to the associated SSSI IRZs. Site 4 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. The absence of these zones in proximity to the site means that there could be limited strategic potential for habitat restoration and enhancement. It is noted that the site is proposed on wholly greenfield land. However, this land is not constrained by designated biodiversity sites. Additionally, the site does not intersect with BAP Priority Habitats, it is enclosed by a hedgerow and contains a strip of woodland and a stream. Development could lead to the loss of part of this woodland. At this time, **minor negative effects** are considered likely if development were to come forward on this site. This reflects the presence of a woodland and a stream that runs directly through the site.	MN

SEA Theme	Assessment outcomes	Likely effect
Climate change (including flood risk)	In terms of flood risk and climate change mitigation, this site is within fluvial Flood Zone 2 and as such is at medium risk of fluvial flooding. Additionally, the site is interspersed along its centre with areas of low-high risk of surface water flooding. Both types of flood risk are associated with the stream that runs through the site. There is also a small strip of medium surface water flood risk to the south east of the site. Access to the site would be from Rommel Lane or Tetbury Lane. Tetbury Lane has a low risk of surface water flooding. In contrast, an area of Rommel Lane in proximity to the site is of high risk of surface water flooding. Development at this site could contribute towards infrastructure improvements to help alleviate this risk and reduce the potential for access issues in the event of an extreme weather event. The site is well located in relation to the existing Crudwell settlement and its services and facilities. However, there is limited direct access to pedestrian infrastructure or public transport. As such, growth at the site would likely contribute to a greater number of vehicles and transport related emissions. Overall, it is considered that development at this site would have **significant negative effects** in relation to this SEA theme. This reflects the high prevalence of flood risk at the site, poor connectivity to pedestrian infrastructure and an increase in greenhouse gas emissions, particularly from transport and domestic energy use. However, it is recognised that the development of around 40 homes could provide opportunities for infrastructure upgrades that could help to alleviate these impacts.	SN

SEA Theme	Assessment outcomes	Likely effect
Landscape and Villagescape	The site is not located within the Cotswolds NL, but it is within two kilometres of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. Development of Site 4 would significantly alter the size and form of the existing settlement, with the potential to alter settlement identity and impact upon local views supported by the sites current flat topography. These impacts are particularly relevant given the sites proximity to the Cotswolds NL and a designated Local Green Space. Although the site is well connected to existing development to the east, it is a large greenfield site that would extend development into the open landscape to the west. The site also contains a stream that would be negatively impacted if development were to come forward at this site. Overall, **significant negative effects** are considered likely if development were to come forward on this site. As a large greenfield site development would extend the settlement into the open landscape. Development here would significantly increase the size of Crudwell Village, alter its identity, and affect local views.	SN
Historic environment	The site is not adjacent to, or in immediate proximity to, any historic environment designations. Whilst the Crudwell Conservation Area is within proximity to the site, the site is considered to be screened from large sections of it due to existing settlement structures, which create a buffer between the designated site and the development location. There is a section along the southern boundary of the site where the conservation area is not well screened. Given the size of the site and the greenfield nature, development of the site could significantly impact upon the setting of the Conservation Area. In regard to non-designated heritage assets and features, the site is in proximity to several monuments and a findspot. Therefore, the site has a greater potential to contain undiscovered archaeological remains. At this time **minor negative** effects are considered most likely, reflecting the size of the site and its proximity to the Crudwell Conservation Area.	MN

SEA Theme	Assessment outcomes	Likely effect
Air, land, soil, and water resources	According to the provisional ALC provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (BMV land) or 3b (moderate quality land), as the provisional tool does not differentiate between them. The site is wholly greenfield land and so development would lead to the permanent loss of this resource. The site is not near a designated AQMA, though it is recognised that congestion along the A429 is a key issue in the neighbourhood area, and an increase in vehicle transport linked to development has the potential to contribute towards poor air quality in the future. This may be particularly relevant for this site, as allocating 40 homes could result in a notable increase in vehicle travel. Additionally, there is a small stream that runs through the site. The proximity of the site to this stream increases the likelihood that development could have a direct or indirect impact on the water environment, including the riparian corridor, local biodiversity, and downstream water quality. Furthermore, construction near the river may result in increased surface water runoff or disturbance of habitats unless appropriately mitigated. The plan should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. Considering the above, **minor negative** effects are predicted in relation to water and air quality. **Uncertain** effects reflect the potential loss of high quality BMV agricultural land. However **significant negative** effects are concluded in relation to soil, given the permanent loss of greenfield land at the site.	SN

SEA Theme	Assessment outcomes	Likely effect
Community wellbeing (including transportation)	Development of this site has the potential to deliver 60 homes, meeting and exceeding the local housing target for the area (39). As such, development of the site is likely to lead to significant positive effects. Pedestrian accessibility from Site 4 is currently limited. Access is only available via two shared roads used by both vehicles and pedestrians. These roads lack pavements and safe crossing points, limiting pedestrian safety and accessibility, and there are no PRoW providing direct connections to the site. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and Local Green Space to support physical wellbeing. This site is adjacent to the Crudwell settlement boundary and a designated Local Green Space. As such, new development at this location will have a good level of access to the services and facilities of Crudwell Village (though it is noted there is a lack of sustainable travel linkages at this time). Given the above, **Significant positive effects** are considered likely at this time. This is due to the site being well located with regard to local services and would fulfil the identified housing target in isolation.	SP

Site 5: Car Park

SEA Theme	Assessment outcomes	Likely effect
Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. This designation supports habitats and species identified under the annexes of the European Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC). Effects could arise through habitat degradation, loss, or increased recreational use. Consequently, any future development should assess the risk of impacts on these habitats early in the process, with specific consideration given to factors such as physical disruption, lighting, noise and vibration, pollution and to recreational pressure. At the national level, there are no designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, the Cloatley Manor Farm Meadows SSSI, Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. It is noted that the potential site allocations under both options intersect with one or more SSSI IRZs. However, a review of the relevant IRZs indicated that the proposed development is unlikely to adversely affect any SSSIs or associated SAC, SPA, or Ramsar designations. As such, development of the site as a car park is not expected to result in significant impacts on designated sites. Site 5 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. It is noted that the site is proposed on wholly greenfield land. However, this land is not constrained by designated biodiversity sites. Additionally, the site does not intersect with BAP Priority Habitats. However, it is noted that a hedgerow interspersed with trees runs along the northern boundary of the site, with a stream located just beyond it. Development of this site has the potential for negative impacts on this stream and for the loss of some of this woodland. At this time, **neutral effects** are considered likely if development were to come forward on this site. This reflects the reduced biodiversity value of the site despite its undeveloped status.	N

SEA Theme	Assessment outcomes	Likely effect
Climate change (including flood risk)	In terms of flood risk and climate change mitigation, the entire site is within areas of Flood Zone 2 and 3. As such, the site is at a medium to high risk of fluvial flooding. Additionally, the entirety of the site is interspersed with areas of low to high risk of surface water flooding. As the site is currently greenfield land, replacing it with a tarmacked car park could increase surface water runoff and exacerbate local flood risk; it is therefore essential that any proposal incorporates appropriate sustainable drainage measures to mitigate these impacts. Access to the site would be from the A249. The area of road directly adjacent to the site is identified as being at a high risk of fluvial flooding and at low to medium risk of surface water flooding. During extreme weather events, this could create potential access constraints in the absence of integrated mitigation. The site is well positioned in relation to the existing Crudwell settlement and its services and facilities. However, providing a car park may encourage greater reliance on private vehicles rather than active travel for local journeys within the village. As a result, transport-related greenhouse gas emissions could increase compared to the current baseline. However, this is unlikely to be significant given that the car park is intended to serve one school during peak times. Overall, it is considered that development at this site would have **significant negative effects** in relation to this SEA theme. This reflects the high prevalence of flood risk at the site and the potential for this to be exacerbated by replacing greenfield land with tarmac. However, the introduction of sustainable drainage systems could help to mitigate this issue.	SN

SEA Theme	Assessment outcomes	Likely effect
Landscape and Villagescape	The site is not located within the Cotswolds NL, but it is within two and a half kilometres of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. The change of the site from greenfield land to a tarmacked car park would noticeably alter the local landscape and villagescape, particularly given the site's flat topography and its proximity to the Cotswolds NL. While the introduction of hard surfacing would impact the rural character of this part of the village, the removal of parked cars from the surrounding roads could offer some visual improvements in the context of the landscape and villagescape theme. Overall, **significant negative effects** could arise from allocating this site, primarily due to the loss of greenfield land and the introduction of hard surfacing in a visually open area in proximity to the Cotswolds NL.	SN
Historic environment	The site is partially located within the Crudwell Conservation Area. Development of a car park at this site therefore has the potential to impact the visual and historic setting of the conservation area and its associated assets if it is not sensitive. In terms of Listed Buildings, the Grade II listed Lime Tree Cottage the Kennel is within 30 metres of the site. However, it is noted that there is significant natural screening between the site and the designated asset. In regard to non-designated heritage assets and features, the site is not in proximity to any recorded assets and therefore is considered to have a low potential for containing previously undiscovered archaeological remains. With the above in mind, it is considered that **significant negative effects** could arise from developing a car park on this this site, as the replacement of greenfield land with hard surfacing within part of the Conservation Area has the potential to detract from its visual and historic setting.	SN

SEA Theme	Assessment outcomes	Likely effect
Air, land, soil, and water resources	According to the provisional ALC provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (BMV land) or 3b (moderate quality land), as the provisional tool does not differentiate between them. The site is wholly greenfield land and so development would lead to the permanent loss of this resource. The site is not near a designated AQMA, though it is recognised that congestion along the A429 is a key issue in the neighbourhood area ,and an increase in vehicle transport linked to development of a car park has the potential to contribute towards poor air quality in the future. However, this is unlikely to be significant. Additionally, there is a small stream that runs to the north of the site. The proximity of the site to this stream increases the likelihood that development could have a direct or indirect impact on the water environment, including the riparian corridor, local biodiversity, and downstream water quality. Any development proposals for the site should ensure that a suitable 10m buffer is maintained between any development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. Considering the above, **minor negative** effects are predicted in relation to water and air quality. **Uncertain** effects reflect the potential loss of high quality BMV agricultural land. However **significant negative** effects are concluded in relation to soil, given the permanent loss of greenfield land at the site.	SN

SEA Theme	Assessment outcomes	Likely effect
Community wellbeing (including transportation)	The site is being explored for change of use to a car park to address long-standing traffic, congestion and safety issues around the primary school. In terms of community wellbeing, this performs positively compared with the baseline, as it would separate school drop-off traffic from the main road network, improve pedestrian safety, improve community cohesion, improve neighbourhood satisfaction, increase the uptake of sustainable travel, reduce roadside parking, and enhance accessibility within the Village. However, the site entrance is adjacent to a bus stop that is used daily at 8:45am, when the car park would be busiest. At present, a PRoW runs along the southern boundary of the site and finishes to the east of the primary school. Development of the site could look to integrate the expansion of this route to provide direct access to the school, removing the need for pedestrians to interact with the road network. However, it's uncertain if this would come forward at this stage. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and Local Green Spaces to support physical wellbeing. The sites location would make the car park easily asccessible to the community and could support more sustainable travel into the village centre, although it is recognised that dedicated active travel routes from the site are currently limited. Given the above, **major positive effects** are considered likely at this time. The proposed car park would help to improve pedestrian safety and reduce congestion during busy peak periods before and after school. However, some uncertainty remains due to the presence of a bus stop at the site entrance. Further discussions with highways will be required to address this.	SP

Site 4R (Site 4 revised): South of Tetbury Lane (40 homes)

Biodiversity and geodiversity	There are no Internationally designated sites situated directly within the boundaries of the site nor the neighbourhood area. However, in the wider area, the Clattinger Farm SAC lies to the east. At the national level, there are no designated sites situated directly within the boundaries of the site or the neighbourhood area. However, in the wider area, Cloatley Manor Farm Meadows SSSI, Cloatley Farm SSSI, Emmett Hill Meadows SSSI, Clatinger Farm SSSI, and Cotswold Water Park SSSI can be found. Despite this proximity, the proposed development is not anticipated to have a harmful effect on the SSSIs, according to the associated SSSI IRZs. Site 4 is not located within a National Habitat Network Enhancement, expansion, restorable habitat, or fragmentation action zones. The absence of these zones in proximity to the site means that there could be limited strategic potential for habitat restoration and enhancement. It is noted that the site is proposed on wholly greenfield land. However, this land is not constrained by designated biodiversity sites. At this time, **neutral effects** are concluded, reflective of the unconstrained nature of the site.	N

Climate change (including flood risk)	In terms of flood risk and climate change mitigation, this site is adjacent to an area of fluvial Flood Zone 2, although the actual site is free from this constraint. Additionally, the site is interspersed along its southern border with areas of low-medium risk of surface water flooding. Both types of flood risk are associated with the stream that runs to the south of the site. Access to the site would be from Tetbury Lane. Tetbury Lane has a low risk of surface water flooding. Development at this site could contribute towards infrastructure improvements to help alleviate this risk and reduce the potential for access issues in the event of an extreme weather event. The site is well located in relation to the existing Crudwell settlement and its services and facilities. However, there is limited direct access to pedestrian infrastructure or public transport. As such, growth at the site would likely contribute to a greater number of vehicles and transport related emissions. Overall, it is considered that development at this site would have **minor negative effects** in relation to this SEA theme. This reflects the flood risk at the site, poor connectivity to pedestrian infrastructure and an increase in greenhouse gas emissions, particularly from transport and domestic energy use. However, it is recognised that the development of around 40 homes could provide opportunities for infrastructure upgrades that could help to alleviate these impacts.	MN
Landscape and villagescape	The site is not located within the Cotswolds NL, but it is within two kilometres of the NL. As such, development has the potential to impact on its setting and quality. Therefore, development should have regard to the most recent NL Management Plan to preserve landscape setting and quality. The site's relatively flat topography and limited natural screening mean that development could alter views from the surrounding area. Therefore, any development should be master planned and landscape-led in line with design guidance at the local and national level. The proximity of the site to existing development, and similar topography to the existing Crudwell built-up area could provide opportunities for new housing to be positively integrated. However, the site is proposed at greenfield land at the settlement edge, directly adjacent to a Local Green Space. Development could therefore alter the character, setting and perception of Crudwell village. Overall, **minor negative effects** are considered likely if development were to come forward on this site. This is given due to the fact that the site is greenfield and relatively open in nature, but well connected to existing development along Tetbury Lane. The sites smaller size will also reduce its impact on the form and size of Crudwell village in comparison to Site 4.	MN

Historic Environment	The site is not adjacent to, or in immediate proximity to, any historic environment designations or Listed Buildings. The site is approximately 120 metres from the Crudwell Conservation area at its closest point. To the east the site is well screened from the Conservation Area by existing development. However, to the south of the site there is limited screening. Therefore, without mitigation, the impact of development at this site has the potential to cause localised harm to the setting of this part of the Crudwell Conservation Area. In the context of the Conservation Area as a whole, development at this site has minimal potential to cause negative changes to the setting of the Area. In regard to non-designated heritage assets and features, the site is in proximity to several monuments and a findspot. Therefore, the site has a greater potential to contain undiscovered archaeological remains. At this time **minor negative** effects are considered most likely, reflecting the size of the site and its proximity to the Crudwell Conservation Area.	MN
Air, land, soil and water resources	According to the provisional ALC provided by Natural England, the site is identified as being underlain by predominantly Grade 3 agricultural land. It is unclear whether this falls within subgrade 3a (BMV land) or 3b (moderate quality land), as the provisional tool does not differentiate between them. The site is wholly greenfield land and so development would lead to the permanent loss of this resource. The site is not near a designated AQMA, though it is recognised that congestion along the A429 is a key issue in the neighbourhood area, and an increase in vehicle transport linked to development has the potential to contribute towards poor air quality in the future. This may be particularly relevant for this site, as allocating 40 homes could result in a notable increase in vehicle travel compared to the baseline. Additionally, there is an unamed stream that runs to the south of the site. The proximity of the site to this stream increases the likelihood that development could have a direct or indirect impact on the water environment, including the riparian corridor, local biodiversity, and downstream water quality. Furthermore, construction near the river may result in increased surface water runoff or disturbance of habitats unless appropriately mitigated. The plan should ensure that a suitable 10m buffer is maintained between any proposed development and any watercourse, in order to maintain access, protect biodiversity and avoid impacts to flood defence infrastructure. Considering the above, **minor negative** effects are predicted in relation to water and air quality. **Uncertain** effects reflect the potential loss of high quality BMV agricultural land. However **significant negative** effects are concluded in relation to soil, given the permanent loss of greenfield land at the site.	SN

Community wellbeing (including transportation)	Development of this site has the potential to deliver 40 homes, meeting and exceeding the local housing target for the area (39). As such, development of the site is likely to lead to significant positive effects. Pedestrian accessibility from Site 6 is currently limited. Access is only available via a shared road used by both vehicles and pedestrians. This road lacks pavements and safe crossing points, limiting pedestrian safety and accessibility, and there are no PRoW providing direct connections to the site. Accessibility to services and facilities is a key determinant of residents' quality of life. Community infrastructure in the neighbourhood area includes but is not limited to the Crudwell Village Hall, primary school, and Local Green Space to support physical wellbeing. This site is adjacent to the Crudwell settlement boundary and a designated Local Green Space. As such, new development at this location will have a good level of access to the services and facilities of Crudwell Village (though it is noted there is a lack of sustainable travel linkages at this time). Given the above, **Significant positive effects** are considered likely at this time. This is due to the site being well located with regard to local services and would fulfil the identified housing target in isolation	SP

Document 4: Letter from Wiltshire Local Plan Examiners, December 2025

Examination of the Wiltshire Local Plan Review

Inspectors: Philip Mileham BA (Hons) MA MRTPI
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22 December 2025

Dear Mrs Clampitt-Dix,

Wiltshire Local Plan examination – Inspectors' post Stage 2 hearings letter

1. Further to the hearing sessions held on 11-13 November 2025 and our post hearings letter sent on 17 November 2025, we are now writing to you to set out our initial views on the next steps of the Wiltshire Local Plan (the Plan) Examination. In summary, having had regard to the written statements received in response to our Matters, Issues and Questions and the subsequent discussions in the hearing sessions to date, we have identified several significant issues in terms of the Plan as submitted which we go on to set out in detail in this letter.

2. We are satisfied at this stage that there is sufficient prospect that the existing legal compliance and soundness deficiencies we have identified could be overcome. This is, however, subject to the Council outlining an achievable timetable for the preparation and submission of additional evidence that would not unreasonably delay the progress of the Examination. The timetable should be provided to us by not later than **5pm on Friday 30 January 2026** and should include provision for monthly progress updates. To assist with the preparation of the timetable, we set out in this letter the further work which we consider to be necessary at this stage to overcome the shortcomings that we have identified so far.

3. In reaching our initial conclusions, we have considered all evidence submitted and representations made relating to the Plan to date, including the written statements and oral contributions at the hearing sessions. Our overall conclusions on soundness and legal compliance will be given in the Final Report, which will be produced taking into account all stages of the Examination. As such, any views expressed in this note are preliminary and may alter in the light of any further evidence that emerges. This includes as part of any subsequent consultation process and any necessary work on the sustainability appraisal (SA) or habitats regulations assessment (HRA). It therefore follows that the views expressed in this letter are without prejudice to the conclusions of our Final Report.

Initial Views and Required Actions

Housing Need and the Housing Requirement

4. As submitted, the housing requirement is 36,738 dwellings over a plan period of 2020 to 2038. This is based on a local housing need calculation (LHN) of 2,041 homes per year. However, the base date of that calculation was 1 April 2022 and more recent Office for National Statistics (ONS) workplace affordability ratios have since been published.

5. The Council has referred to the Planning Practice Guidance (PPG) which advises that the LHN calculated using the standard method may be relied upon for two years from submission of the Plan. However, it is evident that the LHN calculation informing the Plan was already more than two years old when the Plan was submitted on 28 November 2024. The PPG is clear that the LHN calculation should be kept under review and revised where appropriate.

6. It follows that we request the Council to rebase the Plan period to 1 April 2023 to match the date of the median workplace-based affordability ratios (at the time of the Plan's submission). The Council should then recalculate the LHN for the Plan period. In doing so, the housing requirement may also need to be recalculated. If the Plan period were to be extended (see later paragraphs) this would likely result in a significantly higher number of homes to be delivered. This is evident even before any detailed testing of the housing supply and would have significant implications for the examination going forward.

Stepped Housing Requirement / Distribution of Development

7. Turning to the proposal to include a stepped housing requirement in the Plan as submitted, we consider that it is neither positively prepared nor justified. Whilst we note that the HRA indicates that a stepped trajectory should be considered, no clear evidence has been provided to justify at what level the step might be set at or its duration. Furthermore, the level of the step does not appear to have been subject to SA. Evidence was also provided during the hearings that the step was lower than current rates of housing delivery in the County. We are therefore concerned that it is not justified and would serve to unnecessarily delay meeting identified housing needs. In reaching this view, we note that there has not been a significant change in the level of the proposed housing requirement in the Plan when annualised and compared with the Wiltshire Core Strategy (document DP/01). Moreover, the housing trajectory provided in the submitted Plan does not seemingly correspond with a reliance upon strategic sites that would have phased delivery, nor is a majority of housing to be delivered later in the Plan period.

8. The approach pursued is instead influenced by rigidly following a distribution of development between the four Housing Market Areas (HMAs) informed by the Wiltshire Local Housing Need Assessment Update Volume One (document

SD/21). In doing so, the strategy is derived from nutrient neutrality constraints in the HRA (document SD/65) which affects the short-term deliverability of some sites in the Salisbury HMA in advance of upgrades to existing wastewater treatment works. However, in pursuing that strategy, there has been insufficient consideration of alternative distributions of development between the four HMAs which could have supported a much higher rate of housing delivery over the Plan period. This includes the alternative of allocating additional sites in HMAs other than Salisbury to provide sufficient deliverable sites in Wiltshire upon adoption and throughout the Plan period. It is necessary to assess those alternatives, given that they have the potential to be a realistic means of meeting identified housing needs in the early years of the Plan period.

9. Further work is therefore required to consider a range of alternative distributions between the four HMAs to ensure that housing needs can be met in the earlier parts of the Plan period. This should be informed by updates to the SA, which should consider a range of reasonable alternatives.

Proposed Salisbury Area New Community

10. The hearing sessions confirmed our earlier concerns (see document ID1) that there is no substantive evidence to justify the proposed search area for a new community, or the related approach in Policy 21 and the Key Diagram. This is also reflected in the SA Annex 3 (document CD/03U) which provides very little detail on how Policy 21 meets SA objectives. There is also insufficient evidence to inform the HRA conclusion of no likely significant effect on European sites. The latter finding is inconsistent with the Plan, which expects around 300 homes from the new community. In that regard, we do note that there is no evidence of a reasonable prospect that any homes from this new community could realistically be delivered within the Plan period as submitted.

11. Setting aside the inconsistency between the HRA and the Plan, the intention of Policy 21 to confirm the new community only through a future review suggests it is not currently supported by sufficient evidence. The Plan also conflicts with paragraph 22 of the NPPF, which requires that where large-scale developments (such as new settlements or significant extensions to existing villages and towns) form part of the strategy for the area, that policies should be set within a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery. In addition, the evidence provided does not adequately show the likely nature or scale of development likely to come forward, meaning the Plan cannot be modified to meet this requirement.

12. In reaching the above view, it is appreciated that the delivery of large-scale developments may need to extend beyond an individual plan period and the associated infrastructure requirements may not be capable of being identified fully at the outset. However, when taking account of the shortcomings of the SA assessment and the lack of detailed HRA

assessment, the Plan's approach is not justified nor consistent with national policy insofar as seeking to establish the principle for the strategic distribution of development beyond the Plan period and deferring the detail to a future Plan review.

13. We therefore consider that the inclusion of the proposed Salisbury area new community is not supported by sufficient evidence and is unsound. Having considered the extent of work that would likely be required to justify its inclusion in the Plan, we consider that it would not be achievable in a reasonable timescale during this Examination. Accordingly, the proposed Salisbury area new community should be removed from the Plan.

Broad Locations

14. The NPPF paragraph 68 b) allows for the identification of a supply of land for homes for years 6-10 and where possible for years 11-15 years of the Plan, to include broad locations for growth. NPPF paragraph 23, however, indicates that strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period. In that context, we appreciate that broad locations by their very nature often have a degree of ambiguity in terms of the precise location, scale of development, infrastructure requirements and delivery timescales. Nonetheless, the approach of the Plan to the proposed broad locations still falls considerably short of the expectations of the NPPF. The broad locations have not been identified on the Key Diagram, and need to be more specific in terms of the extent of growth that is expected to be brought forward/required during the Plan period.

15. The lack of certainty regarding the intended broad locations in Chippenham, Melksham and Trowbridge is exacerbated by the approach in Policy 3 and its supporting text which relies on further Development Plan Documents (DPDs) to assist in delivering the strategic objectives of the Plan. As such, there is insufficient evidence to demonstrate that there is a reasonable prospect that the proposed broad locations can be developed within the timescales envisaged. Therefore, we consider there are similar shortcomings to Policy 21 in terms of the demonstration of consideration of alternative approaches to the distribution of development and other locations as described above.

16. It follows that the Council are requested to reassess the inclusion of the broad locations in Chippenham, Melksham and Trowbridge. This should be undertaken as part of the additional work required relating to the distribution of development across the plan area, including revisiting the site selection process and updates to the SA and HRA. It should also include consideration and assessment of reasonable alternatives such as the identification of additional specific allocations in each of those settlements or elsewhere in Wiltshire. Following that process, if the Council was to find that one or more of the broad locations are still required, this should be fully justified in evidence including the contribution required from each along with some further details on their location and extent. The justification should also

include proposed main modifications to the Key Diagram and Policy 3 of the Plan to provide a positively prepared and effective strategy that would enable any broad location(s) to be brought forward by the end of a Plan period (without reliance solely on the preparation of a future DPD).

Reserve Sites

17. We also have concerns about the justification and effectiveness of the approach taken in Policy 3 of the Plan as submitted to reserve sites. This is particularly notable given that their limited scale is likely to offer little contingency for the circumstances of housing land supply shortfall identified in the Plan. There is also concern that the trigger for the release of the reserve sites which relies upon the calculation of land supply on an HMA basis is not justified. No clear evidence has been provided why the reserve sites were not proposed to be allocated to simply provide a further land supply buffer.

18. The Council is, therefore, requested to revisit the status of the proposed reserve sites as part of the additional work required on the site selection process and updates to the SA and HRA. This should include consideration of whether they should be allocated immediately.

Employment Need and Delivering the Employment Requirement

19. To reflect the changes to the housing requirement and those that may be required to the Plan period (see later paragraphs), further work will also be required to recalculate the employment land requirement. As part of that process, the Council should provide additional justification for the approach pursued in the Plan. This should include further assessment and explanation of any intended balance between homes and jobs being planned for in each of Wiltshire's Functional Economic Market Areas (FEMAs). It should also set out the extent to which supply and demand for the numbers of workers and sectoral priorities have influenced the distribution of proposed allocations in the Plan.

20. Notwithstanding the above, there are other evident shortcomings in the approach of the Plan to additional employment land in terms of soundness that will also need to be addressed. A significant concern is the approach of Policy 64 which provides support for the principle of development of unallocated sites within or adjacent to Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages where appropriate to the role and function of the settlement subject to listed criteria. The flexibility afforded in the policy and the absence of prioritisation of the most sustainable locations, serves to demonstrate that there is a deficiency in setting out an overall strategy for the pattern and scale of employment sought to be delivered contrary to NPPF paragraph 20. The spatial strategy therefore lacks justification as the Plan does not bring sufficient employment land forward through allocations and broad locations noting the deliverability risks of some sites identified in the Wiltshire Employment Land Review Update (document SD/20). There is also an evident need for main

modifications to revise the policy for effectiveness to allow opportunities for existing businesses in other locations to appropriately expand.

21. We consider that further work is therefore required insofar as assessing a suitable range of alternative distributions of development between the three FEMAs in the Wiltshire Council area. This should be underpinned by revisiting the approach to site selection that informed the Plan given the potential necessity to identify an additional supply of employment land for an extended Plan period (see later paragraphs). The additional work should include updates to the SA to assess the broader range of reasonable alternatives and the HRA to both inform the proposed modifications to the Plan and to ensure that the cumulative effects are appropriately assessed and addressed.

Planning for Strategic Logistics Development

22. There are further deficiencies of the Plan and Policy 64 in terms of the approach to strategic logistics development adjacent to M4 Junction 17. In that respect, we acknowledge that the evidential basis for identifying a specific quantum of logistics development in the Plan area to address regional and local needs is not currently available. Nonetheless, given the likelihood that planning applications may come forward imminently during this Plan period, it is essential that the policy approach in the Plan is clearly written and unambiguous so that it is evident how a decision maker should react to development proposals for strategic logistics development.

23. It follows that main modifications will be required to refine the criteria-based approach set out in Policy 64 for national and regional logistics development adjacent to M4 Junction 17. For effectiveness, we recommend that this would be most appropriately achieved through a new policy focussed specifically on strategic logistics development. Ideally, such a new policy in the Plan would be supplemented by identifying a new broad location on the Key Diagram or specific allocations to clearly denote the location where the new policy would apply. The identification of a new broad location or alternatively specific allocations would inevitably require additional work to identify the potential scale/boundaries. This process would need to take account of any likely constraints such as capacity of infrastructure and/or protective land-use designations. The identification of a new broad location or specific allocations should also be informed by updates to the SA, including the assessment of reasonable alternatives for bringing sufficient land forward. Updates to the HRA would also be required to assess any proposed changes that the Council provide to us, including in terms of the cumulative effects with plans and projects elsewhere.

The Plan Period

24. As discussed during the hearing sessions, paragraph 22 of the NPPF - September 2023, amongst other things, requires that strategic policies should look ahead over a minimum 15-year period from adoption to anticipate and respond to long-term requirements and opportunities, such as

those arising from major improvements to infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

25. Given the extent of work required in this letter, together with the remainder of the hearings programme and consultation process that would likely follow, we consider it unlikely that the Plan would be adopted until 2027. The Plan period may, therefore, need to be extended by at least a further four years to 2042 to ensure that the Plan is consistent with national policy and effective.

26. The implications of extending the Plan period by a further four years would be that the housing and employment requirements would need to be recalculated as previously stated. Further main modifications may also be required to identify sufficient land to ensure that needs could still be met.

Updates to Key Evidence

27. The Council should be mindful that any proposed changes to the Plan will need to be supported by relevant and up-to-date evidence beyond the specific additional work we have already identified in this letter. Adequate and proportionate updates to key evidence, sufficient to inform robust SA and HRA assessments and justify the proposed changes, are likely to be required. The range of evidential updates required will be dependent upon the extent of necessary changes to the distribution of development and identification of new site allocations and/or new or revised broad locations, and their relationship with their surroundings. However, as a minimum they are likely to include updated transport modelling, viability and infrastructure work. In addition, where applicable and relevant, it may be necessary to undertake further localised assessments of potential effects of any new site allocations and new or revised broad locations, such as upon air quality, historic environment, landscape and flood risk.

Other Matters

28. To address our concerns expressed during the recent hearings regarding the identification of strategic policies, we also request that the Council undertake a thorough review of the policies of the Plan having regard to the strategic priorities insofar as they align with Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2024. When undertaking that process, we encourage the Council to be conscious of the differences between strategic and non-strategic policies in the context of NPPF paragraphs 11, 13, 17, 18, 19, 20, 21, 23, 28, 29, 30, 33, 36, 61, 66, 74, 119, 156 and 160.

29. Following on from the legal opinion provided by the Counsel for the Local Planning Authority regarding the ability to partially supersede policies from the existing Development Plan and the Council’s further response on this

matter, we also request that the Council clearly sets out which elements of any existing policies the Council proposes to partially supersede through the Wiltshire Local Plan review.

30. The hearings to date have yet to cover the neighbourhood area designation requirements set out in the Plan. However, we are mindful of our soundness concerns regarding the Plan seeking to defer delivery of its strategy and associated strategic objectives to future DPDs. This is also likely to apply to neighbourhood area designation requirements that are included above and beyond the allocations proposed in the Plan.

31. The additional work set out in this letter provides an opportunity for the Council to prepare additional evidence and/or propose modifications to the Plan that provide greater certainty of how neighbourhood area designation requirements are to be delivered. As a minimum it should be made clear how each of the individual requirement figures have been derived and how they are intended to be met (i.e. existing commitments, windfalls or a combination of the two), and whether the Plan incorporates any specific contingencies should the neighbourhood plan process be unable to deliver the identified local needs.

32. The provision for accommodation for Gypsies, Travellers and Travelling Showpeople is not currently addressed by the Plan on the basis that a separate Gypsies and Travellers DPD is under preparation. The Gypsies and Travellers DPD is identified in the Wiltshire Local Development Scheme - March 2025 (document SD/39A) as expected to be submitted for examination in the 3rd quarter of 2025. It follows that we would be grateful for an update of the progress on the preparation of the DPD in response to this letter. The provision of accommodation for Gypsies, Travellers and Travelling Showpeople is necessary to be included in the development plan for consistency with NPPF paragraph 62. As such, we also request that the Council prepare a proposed modification to the Plan that would provide certainty that the matter will be addressed by a separate DPD.

Next Steps and Concluding Remarks

33. We would like to thank the Council and participants for their co-operation during the Examination to date. Assuming that the Council would be content to progress the Examination based on the actions which we have indicated are necessary, we would be grateful of an estimate of the likely timescales associated with the individual actions. In summary the actions are:

Spatial Strategy

- Consider a range of alternative distributions of housing and employment between the four HMAs to determine whether housing needs can be met in the earlier parts of the plan period. This should be informed by updates to the SA and HRA, which should consider a range of reasonable

alternatives, including whether a stepped housing requirement is needed at all.
- Revisit the site selection methodology to identify additional housing and employment land as may be required.

Broad Locations

- Provide additional evidence to demonstrate that there is a reasonable prospect that the broad locations can be developed within the timescales envisaged, or if not, suggest how the soundness issues can be overcome by main modifications.

Potential for Plan Period Extension

- Assess and set out the implications of extending the Plan period to meet the minimum 15-year plan period envisaged by the NPPF making the Plan period run to 2042.
- Update the housing and employment land requirements accordingly.

Potential Main Modifications

Aside from the issues identified above, the following changes will also be necessary to the Plan and should be addressed by the Council in responding to our Initial Findings:

- Deletion of the Salisbury Area New Community Area of Search;
- Amendments to the approach to employment land and strategic logistics (including possible new policy and allocations);
- Clarification of the relationship with the Gypsies and Travellers DPD;
- Explanation of the approach to delivery of requirements in neighbourhood area designations;
- Clarification of the alignment of strategic policies with legislation and national policy, and;
- Amendments to provide greater specificity of the approach to the partial superseding of existing policies.

Evidence and Assessments

- Updates to any key evidence considered necessary to justify the resultant changes proposed to the Plan.

34. We look forward to receiving a response from the Council **by not later than 30 January 2026**. The Council's response should include the intended programme for the next stage of the Examination consisting of the expected dates of completion for each item of work, key milestones and the dates when monthly progress updates will be provided. Ideally the entire programme of works should be completed as soon as possible to avoid unreasonable delay to the examination. Please note that whether the Examination can proceed to the remaining hearings would then be dependent on our consideration of the additional work provided and the responses to a consultation that will follow.

35. Having regard to the amount of time that has already elapsed since the Plan was submitted, we should be informed as soon as possible if the Council is unable to complete the requested additional work in a timescale that would avoid an overly long examination. In those circumstances, we would have to reconsider how best to take the Examination forward.

36. If there are any procedural or other questions arising from this letter, the Council should contact us via the Programme Officer in the first instance. We would be grateful if this letter could be placed on the examination website at the earliest opportunity. We are not inviting, nor envisage accepting, any comments from other examination participants at this stage.

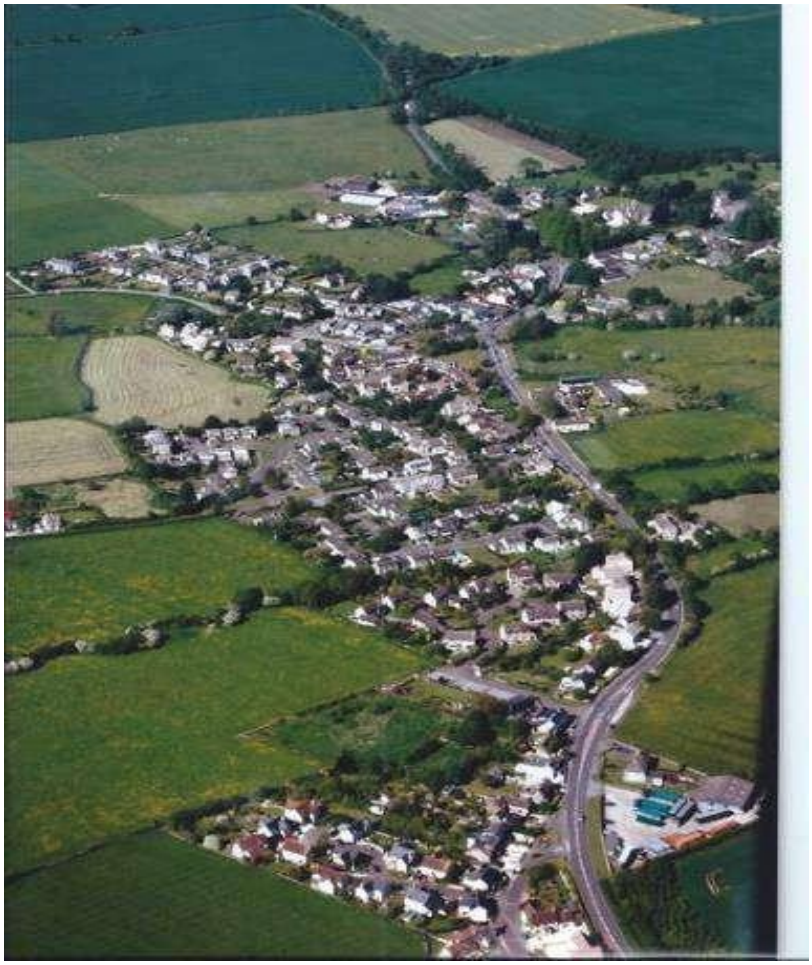
Yours sincerely,

Philip Mileham *Gareth Wildgoose*

INSPECTOR INSPECTOR

Document 5: Report of the Working Group on Housing Site Allocations, Neighbourhood Plan Working Group, January 2026

Report of the working Group on Site Allocation for Reg 14



1 Housing Site Allocation

1.1 Background

This report was produced by a working group of Steering Group members in order to reflect the Neighbourhood Plan (NP) Vision Statement for Reg 14 Site Allocation, which are:

- Any development will have taken into account the views of the local community, and will be sensitively designed to reflect the attractive rural location and to protect the conservation area;o

While also meeting the following objectives:

- How and where to meet the identified need for new development.
- Policies and associated plans allocating land for the development.
- Policies explaining how development should be designed.

1.2 Consultation

An initial informal NP review consultation took place during April 2024 via a bespoke online questionnaire which included a number of questions about residents' views re the housing development needed to meet the likely housing targets together with a call for sites. The questionnaire was circulated to 390 residents via email link and 190 responded. The questionnaire and the results are at Appendix A of this report. Four sites were proposed following the call, three of which could potentially be made available within the required five-year period.

The sites are:
Site A: Land at Chapel Way; 25 homes, 12 Affordable Housing (50%)

Site B: Carpenters Yard; 14 homes, 7 Affordable Housing (50%)

Site C: Land south of Tetbury Lane, 40 homes, 16 Affordable Housing (40%)

A fourth site, Land at the Old Coach House was also offered, but as not available for ten years was excluded at this stage.

The initial consultation also tested opinion re the number of houses which residents thought would be acceptable and their priority in terms of affordable and self-build housing. The results are shown in the table below. Analysis also shows a significant correlation of residents who would accept more than twenty houses (50) and their requirements for Affordable Housing (35) this is a significant factor which has been taken account of in site selection.

It should however be noted that this survey took place during 2024 before the Government's new housing figures so the requirement for 39 additional houses to meet the new targets had not at that time been published.

QU2: Potential number of new dwellings

	Response Percent	Response Count
None	0.88%	1
5	11.50%	13
10	42.48%	48
20	28.32%	32
Another number:	16.81%	19

2 Methods of working

The working group held seven meetings through till December 2025, all meetings had agenda, minutes and action points, which were recorded and monitored. A number of face-to-face exploratory meetings also took place with the site proposing landowners or agents and these were also minuted.

3 The second consultation

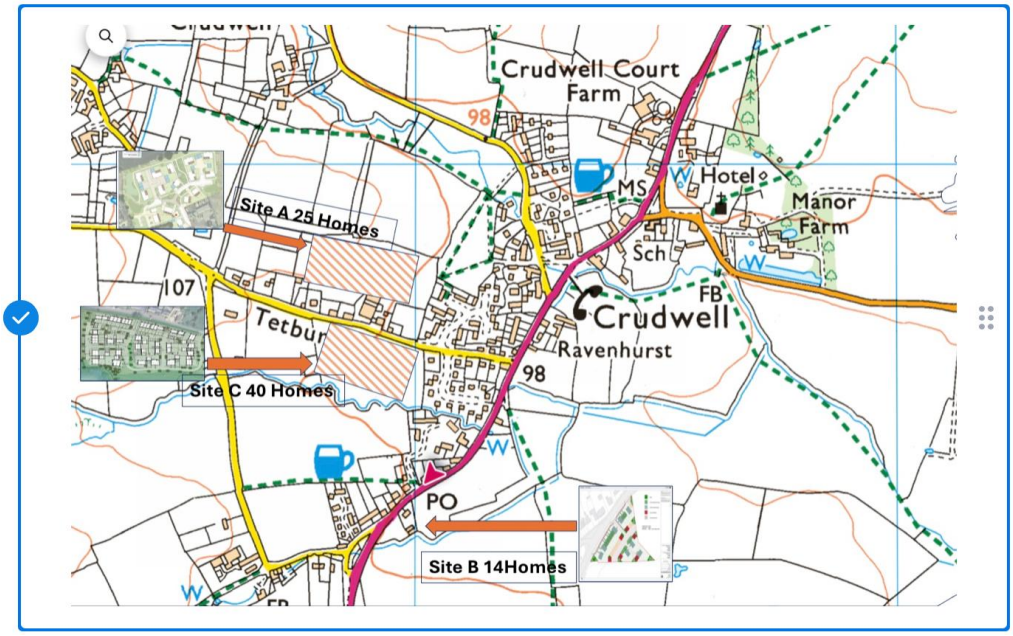
A further questionnaire was published on the 8th of November 2025 which sought opinion about the three sites which have been considered by the working group. This questionnaire, which 94 parishioners responded to, and the full results will be found at Appendix B.

Summary of findings re site preference.

Site	No of homes	Affordable Housing %	Preference		
			Yes	No	No Reply
Carpenters Yard	14	50	67	12	16
Chapel Way North	25	50	49	28	17.00
Tetbury Lane (South)	39	40	23	55	16

Monthly updates and reminders were also published in the parish magazine; What's on in Crudwell (WOIC) which can be found on our website. Full details of all consultations undertaken can be found in the Consultation Statement in Appendix 3.

Map of the sites selected for appraisal



4 The sites in scope

4.1 Site A Carpenters Yard, 14 Homes; 7 Affordable Housing

This site was reviewed in some detail during development of the 2021 Made Crudwell Neighbourhood Plan but was not deliverable within the defined period ending 2036 so was therefore removed form scope on that basis. Nontheless detailed information from the2021 plan is available and has been supplemented with up-to-date information from the landowner, his agent and from our more recent consultation survey. The site currently serves as a transport yard which is owned by the business owners and is therefore a brownfield site. The owners have confirmed that they wish to retire and seek a developer for the site before 2038. A letter from the site owners is attached at Appendix A. A diagram of the site proposal is shown below:

Upon this site being allocated the following measures would be required

- Traffic survey and safety measures to allow safe pedestrian access to the main village amenities, this may potentially include some extension of existing footpaths and provision of a crossing to the footpath west of the A429
- Flooding mitigation will be required as the site borders Flood Zone 2 on one side, to the East and on the A429 which flash floods in heavy rain.

4.2 Site B Chapel Way, 25 Homes, 12 Affordable

This site, previously known as Ridgeway Farm, has been known to residents since planning applications were made in 2015. Development of Phase 1 of the site commenced with10 houses with, we believe, some infrastructure to support the earlier proposal for an additional 40 homes on this site. The new houses have attracted some criticism with a perception of overbearing size and height for the village location.

A traffic survey carried out during June 2018 showed that over 700 vehicles per hour at peak

times pass the Tetbury Lane junction and over 100 turn in or out of the junction via the busy A429. There is also limited footpath access to the village. The team have had a number of discussions with the site agents who have proposed designs which are in keeping with the local vernacular and which would comply with the new Design Code and Guide. This is in contrast to the initial 10 dwellings on the site and would appear to be more acceptable.

An outline plan of the proposal is shown below, uniquely the proposed dwellings have potential expansion capability:

The following activity is therefore recommended if this site is allocated for development as it is understood that planning application may be made in the near future:

- Further traffic surveys to determine the impact of the additional houses on the narrow Tetbury Lane and its junction with the A429.
- Further Discussions with the developer about scale of development, housing mix and design to confirm current proposals as discussed with Wiltshire Council in the agent's pre-application.
- Clarification of plans to provide safe footpath access to the village.
- Confirmation that the drainage and sewerage infrastructure installed for the current development is sufficient or can be upscaled.

4.3 Site 3, Land South of Tetbury Lane; 40 homes, 16 Affordable Housing

This site was not offered in the call for sites for the 2021 Plan and is a new proposal from the landowner and established agents and developers. This being the case the team have had discussions with the proposed developers. The original response covers the and proposal was for 60 homes which would extend to the main part of a large field which is divided by a stream which is prone to flooding at peak times. Following discussions where we stated that the absolute requirement was for 39 homes only, the agents proposed the smaller number of 40 homes with 40% Affordable (16) with a revised plan situating the homes to the north of the stream. We understand that this is the minimal number to make the site financially viable from their perspective.
A plan of the proposed development is shown below:

If this site were to be considered for allocation, then the following further activities would be required.

- A Traffic Survey to confirm the likely impact of the additional traffic upon the narrow Tetbury Lane and the A429 junction. We understand from previous investigations that further substantial development in the Tetbury Lane area may necessitate re-engineering of the A429 junction. (Traffic Lights, or roundabout or similar).
- Confirmation that the proximity to the adjacent stream in Flood zone 2 would not lead to further flooding of the site or of neighbouring developments.
- Confirmation of how existing infrastructure (eg drainage, schooling traffic management) can support the large development.
- Confirmation that safe access to the main village facilities via footpath can be provided.

5 Analysis of the Sites for Allocation

Much of the demographic material developed for the 2021 made Neighbourhood Plan has been available in this analysis and updated where necessary. This is the case in respect of the Carpenters Yard and Chapel Way sites. The data has been supplemented as required with respect to the Tetbury Lane site and the results of the recent survey have been incorporated into the analysis which is represented in the table below.

5.1 Tables of data for the three sites in scope

	Site	Total Distance to Other Amenities	Distance to School	Distance to Village Hall	Distance to shop	Flood Zone	Residents positivity (Scored)	
							Number	%
1	Carpenters Yard	765	825	900	193	2	67	71%
2	Chapel Way North	1885	750	245	1304	1	49	52%
3	Tetbury Lane (South)	1900	788	25	1126	2	23	24%
	No Preference						11	4%
	KEY TO RAG	<700	<700	<700	<700	Zone 1	>40	
		700~1100	700~1100	700~1100	700~1100		20~40	
		>1100	>1100	>1100	>1100	Zone 2	>20	

Scored Table of Data for the sites

	Site	Total Distance to Other Amenities (M)	Distance to School (M)	Distance to Village Hall(M)	Distance to shop	Flood Zone (points)	Residents Positivity (Scored)	Score
1	Carpenters Yard	2	2	2	3	1	2	15
2	Chapel Way North	1	2	3	1	2	3	13
3	Tetbury Lane (South)	1	2	3	1	1	1	10
		1	1	3		Zone 1	3	>13
	KEY TO RAG	2	2	2			2	11~12
		3	3	1		Zone 2	1	<11

6 Conclusion and recommendations; the preferred sites,

The working group has determined the following recommendations to the Parish Council

6.1 That the site at Carpenters Yard should be allocated for the development of 14 homes for the following reasons.

- The site is a brownfield site therefore preferable for development
- The site is a small site which is preferable from many residents point of view
- The site has excellent access to the road network with no requirement to provide a new access to the A429
- The site is located adjacent to the Crudwell Farm Shop
- There is a current proposal to extend the 30MPH speed limit beyond this site in the interests of road safety
- The site is strongly preferred by local residents in surveys to other sites
- The site will allow the development of 50% Affordable Houses (7)

6.2 That the site at Chapel Way should be allocated for the development of 25 homes for the following reasons.

- The site together with the Carpenters Yard site will provide the number of Crudwell dwellings required to meet the revised Government Housing targets
- The site has some existing infrastructure and excellent vehicular access to Tetbury Lane via Chapel Way
- The developer has confirmed that 50% (12) Affordable Houses will be provided
- While the site is not the smallest it is not excessively large and consultation has demonstrated that residents strongly prefer smaller sites
- A series of meetings with the developer have enabled the development of a design which is in keeping with the local vernacular and the draft Design Code
- We understand that a pre-application has been made to Wiltshire Council and positively received, this gives us some confidence that an application would be successful
- The site was rated second in popularity by residents in the recent informal consultation

6.3 That the Site South of Tetbury Lane should not be allocated in the new Crudwell Neighbourhood Plan for the following reasons

- The site is relatively large compared with the preferred sites and Crudwell residents have consistently stated in consultations that they prefer smaller sites
- A new access point and road would be required to Tetbury Lane at a point where the lane is sinuous and narrow and without a footpath leading to an additional serious traffic hazard
- A development of this size would inevitably impact traffic at the A429 junction making the current situation worse and we understand may require engineering work at the junction with this main trunk route
- The site is situated in flood zone 2, adjacent to a large stream, which floods the field and has recently flooded adjacent properties, residents are extremely concerned that this development would exacerbate the flood risks
- The site would only provide 40% Affordable Homes (16)
- The site was scored poorly with less support from residents in the recent consultation

7 Recommendation of the Working Group

It is recommended that Carpenters Yard and Chapel Way (Ridgeway Farm) should be allocated and that policies to that effect should be included in the new Crudwell Neighbourhood Plan as the combination of the two sites will best meet the projected need of Crudwell in meeting Government targets while providing a higher number of Affordable Houses (19) than site 3, Tetbury Lane.

J T CARPENTER & SONS LTD

General & Bulk Haulage
The Street, Crudwell, Malmesbury, Wiltshire SN16 9ES
Telephone: 01666 577341
Email : traffic@jtcarpenter.co.uk

Roy Hamilton-Lambley
Chairman
Crudwell Parish Council

30.01.2026

Dear Roy

Following our recent conversation. It is our intention to apply for development of our Transport Yard for housing before 2038.

Kind Regards

Michael Carpenter

Document 6: Site Access & Connectivity Appraisal, Cole Easdon Consultants, November 2019

Technical Note – 6807/01

Project Title:	Crudwell Neighbourhood Plan				
Client:	Crudwell Parish Council				
Project No.:	6807	Date:	November 2019	Issue No.:	2
Title:	Site Access & Connectivity Appraisal				
Written By:	B. East BEng (Hons) MCIHT	Checked By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered	Authorised By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered

1.0 Introduction

1.1 This *Technical Note* has been prepared by Cole Easdon Consultants Limited (CEC) on behalf of Crudwell Parish Council to present the findings of a Site Access & Connectivity Appraisal, undertaken in relation to the draft *Crudwell Neighbourhood Plan*.

1.2 The *Neighbourhood Plan* seeks to provide 20-25 homes, and as such includes a proposed allocation of this scale at Tuners Lane. An alternative site is proposed by developers at Ridgeway Farm, Tetbury Lane, where an application for 36 homes was recently refused planning permission. The Ridgeway Farm site is a continuation of a recently developed scheme, and would share its recently constructed access to Tetbury Lane. The Tuners Lane site consists of an undeveloped agricultural field and would require an entirely new vehicular access.

1.3 This Report presents the findings of an impartial assessment of pedestrian access to both potential developments, vehicle access to the Tuners Lane site only (given that the Ridgeway Farm access is already established), and an assessment of the junctions connecting both sites to the nearest strategic road; the A429 The Street, in terms of road safety and junction capacity.

1.4 A site visit was undertaken on Tuesday 30th October 2019 and a number of independent traffic surveys have been commissioned to inform this assessment, as set out below.

2.0 Pedestrian Access

Tuners Lane Site

2.1 Tuners Lane benefits from a pedestrian footway along the majority of its length between the A429 junction and the proposed *Neighbourhood Plan* site, initially on the southern side before switching to the northern

side. There is a missing short stretch (approximately 8m) of footway approximately 70m north of the A429 junction, but the footway continues north of this point on the northern side of the road.

2.2 A review of public highway records indicates that there is sufficient land available to provide a suitable footway in this area on the southern side. A potential scheme is illustrated on an Ordnance Survey (OS) mapping base on CEC Plan 6807/202 [*Tuners Lane Additional Footway*] enclosed with this Report.

2.3 On approach to the Tuners Lane site, there is a well-used, albeit relatively informal parking area / layby on the northern side of the road where the footway currently terminates at the pedestrian access to residential dwellings located to the north (the footpaths beyond this point behind the hedge are within private ownership). This area is shown in Photograph 2.1 below. There appears to be sufficient width within the public highway to formalise this area, providing a parking layby with an adjacent 1.8m wide footway to the north, connecting with the proposed *Neighbourhood Plan* site, and maintaining a carriageway width of around 4.8m. An indicative scheme based on OS mapping is shown on CEC Plan 6807/201 [*Possible Access Arrangement and Adjacent Highway Works to Serve Residential Development*] enclosed with this Report.

Photograph 2.1: Parking Area on Tuners Lane (Looking East from Site)

2.4 Both of the above highway works schemes would need developing with the benefit of a full topographical survey in due course, but it would appear that a continuous footway link between the site and junction with the A429 is possible. There is an existing signal-controlled pedestrian crossing located a short distance

to the south of the Tuners Lane / A429 junction, allowing safe crossing to the bus stop on the opposite side of the road, Crudwell Primary School, All Saints Church, Mayfield House Hotel & Restaurant and the Potting Shed Pub to the north, albeit the latter two facilities require crossing the A429 again with no pedestrian crossing facilities.

Ridgeway Farm Site

2.5 Developers of the initial phase of development at Ridgeway Farm have provided short stretches of footway fronting the site, and a connection to the Crudwell Village Hall & Recreation Ground to the west, as shown in Photograph 2.2.

Photograph 2.2: Footway Connection to Village Hall from Ridgeway Farm Development (Looking East from Village Hall)

2.6 No footway connection is provided to the main part of the village to the east. Pedestrians are initially required to walk within the carriageway when connecting with the village, where this was observed during our site visit. This section of Tetbury Lane is shown in Photograph 2.3.

Photograph 2.3: Tetbury Lane East of Ridgeway Farm (Looking East)

2.7 Walking in the carriageway here is considered undesirable, as when travelling by car to the west of The Dawneys cul-de-sac, on approach to the section with no footways in Photograph 2.3, Tetbury Lane has a rural appearance, with tall hedges on both sides of the road. Such concerns are compounded during hours of darkness. Although no change in speed limit is present, the absence of adjacent residential dwellings and general activity west of The Dawneys gives the impression that this is the edge of the village and pedestrians within the carriageway may be unexpected and vehicle speeds may increase accordingly. Photograph 2.4 seeks to illustrate this point. With limited forward visibility for drivers here, this is a highway safety concern and the provision of a footway is essential if further development is to be provided further west.

Photograph 2.4: Tetbury Lane looking West beyond The Dawneys

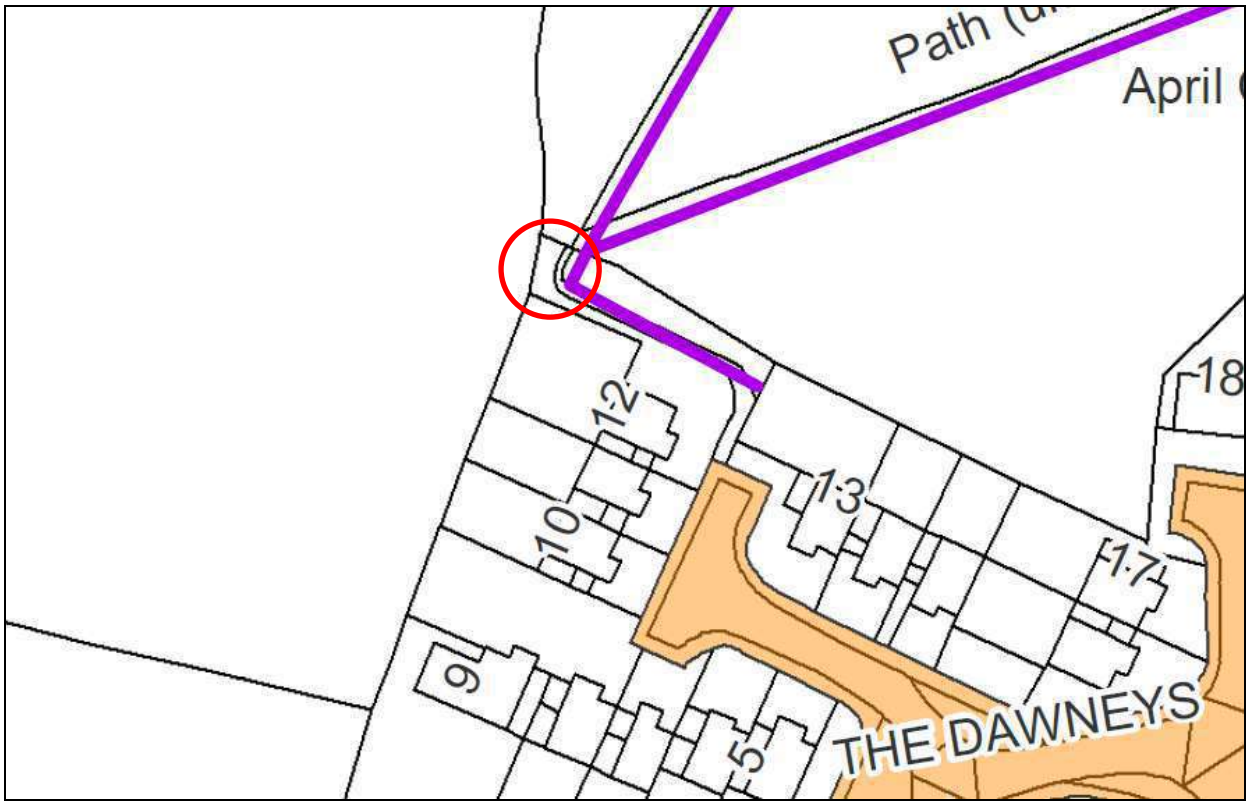
2.8 A review of public highway records in this area indicates that the provision of a narrow footway may be possible on the southern side within the verge, and indeed consultants Cotswold Transport Planning (CTP) initially proposed this as part of the planning application at Ridgeway Farm, as shown on their Drawing No. SK05(A) [*Potential Footway Link*] enclosed with this Report. The footway shown would be welcomed in principle, but it should be noted that at 1.2m in width it is considered narrow. Its provision is also reliant on significant removal of hedgerow and potentially a continuous retaining wall structure.

2.9 To the east, on immediate approach to the junction with the A429, there are also no footways, with limited scope to improve this due to the limited overall width of the public highway in this area. There is also limited pedestrian visibility when crossing Tetbury Lane from north to south, and also when travelling from A429 north onto Tetbury Lane, towards Ridgeway Farm to the west, but this could be improved by removing the bushes located within the public highway (see Photograph 2.5 below).

Photograph 2.5: Vegetation Restricting Pedestrian Visibility at A429 Junction (Looking West from A429)

2.10 Given the above, a continuous footway from Ridgeway Farm along Tetbury Lane to the village's facilities identified in Paragraph 2.4 above is not realistically possible.

2.11 It initially appears to be possible to connect the development at Ridgeway Farm to the Public Rights of Way network at the north eastern corner of the site, linking with The Dawneys and thus potentially allowing pedestrians to avoid the section of Tetbury Lane with no footways shown in Photograph 2.3. However, the highway record plan (enclosed with this Report) and the Ridgeway Farm site boundary potentially identify an area of third-party land between the eastern boundary of the site and the Public Right of Way (marked in purple). Refer also to Map Extract 2.1 below where the potential third party land is shown circled in red. This would require further investigation before accepting this as an alternative to providing the footway along Tetbury Lane. However, with either solution, this clearly does not overcome the issue of there being no footway on the immediate approach to the A429 junction.



Map Extract 2.1. Public Rights of Way to the north-west of The Dawneys

3.0 Tuners Lane Vehicular Access

Visibility Splays

3.1 Speed surveys in the form of Automatic Traffic Counters (ATCs) were carried out by independent survey company, PCC, on Tuners Lane either side of the potential site access for a period of seven days commencing from 11th October 2019.

3.2 The surveys recorded 85th percentile approach speeds of 36.8mph from the north and 23.3mph from the south. Using the methodology set out in *Manual for Streets 2* (2012) for calculating Stopping Sight Distances (SSD), junction visibility splays of 2.4m x 57.8m to the north (looking right upon egress), and 2.4m x 32.8m to the south (looking left upon egress) are required. Full SSD calculations are enclosed with this Report.

3.3 The above visibility splays are illustrated on CEC Plan 6807/201 [*Possible Access Arrangement and Adjacent Highway Works to Serve Residential Development*], enclosed with this Report, and are achievable within

the extent of the site or the adjacent public highway. It is recommended that the 30mph speed limit be extended as part of these works, as shown on the plan.

Carriageway Width

3.4 Given that Tuners Lane to the front of the site measures just 2.5m in width, it is necessary to widen it to 4.8m using predominantly land to the north, tying into the aforementioned works providing a replacement layby and footway. The geometry illustrated would allow two cars to readily pass each other on approach to the site, as well as allow a refuse vehicle to turn in and leave without overrunning adjacent verges or the proposed footway. It is assumed that the site is of sufficient size so as to allow the turning of a refuse vehicle.

4.0 A429 Junction Impact

Tuners Lane / A429 Junction Review

4.1 Turners Lane joins the A429 via a priority T junction, and is not perpendicular in its alignment. The radius to the north is very small, with a low-level wall in close proximity to both the Tuners Lane and A429 carriageway edge. Visibility was observed to be good in both directions, albeit the view to the left is over the wall and across what is understood to be Parish Council land (see Photographs 4.1 and 4.2 below). Southbound vehicles on the A429 are not permitted to overtake on approach to the junction, and there is no accident history recorded in the last five years on www.crashmap.com.

Photograph 4.1: Tuners Lane / A429 Junction Looking North

Photograph 4.2: Tuners Lane / A419 Junction Looking South

4.2 The geometry of the junction and provided radii did not appear to be a cause for concern for car drivers during the site visit. Larger vehicles, including refuse vehicles, are likely to currently cross both sides of the road when they turn in or out of the junction, which is not considered a significant issue. For the scale of development being considered on Tuners Lane, and mindful of current traffic flows (see below), junction improvements are not considered necessary from this initial review.

4.3 Trees planted within the Parish Council land to the north of the junction appear to have been located so that they do not obstruct the visibility at the junction. An application to erect a fence or other structure over 1m in height within this land would require planning permission, and the impact on the junction would be a key consideration in the unlikely event of such an application being submitted for approval. Measures in the form of a legal agreement to secure the visibility splay to the north are not therefore considered essential, but could be considered by the Parish Council for the avoidance of doubt.

Tetbury Lane / A429 Junction Review

4.4 Tetbury Lane joins the A429 via a priority 'T' junction with a more conventional alignment. Visibility is good in both directions, although to the south (looking right) vehicles parking within the integrated layby can limit the overall extent of visibility available, as was the case during the site visit as can be seen in Photograph 4.3. However, there is no accident history recorded in the last five years on www.crashmap.com.

Photograph 4.3: Tetbury Lane / A429 Junction Looking South

4.5 For the scale of development being considered at Ridgeway Farm, Tetbury Lane, and mindful of current traffic flows (see below), junction improvements here are not considered necessary from this initial review.

Junction Capacity Assessments

Traffic Surveys

4.6 In order to allow junction modelling to be undertaken, Manual Classified Counts (MCC) were carried out by PCC at the Tuners Lane and Tetbury Lane junctions with the A429 on Wednesday 16th October 2019, between 07:00 and 09:00, and 16:30 and 18:30. Queue lengths were also recorded.

4.7 For validation purposes, ATCs were located on approach to the junctions of Tuners Lane and Tetbury Lane respectively. The ATCs were in place for seven days commencing from 11th October 2019. The ATCs established no significant variation in flows on each road during the weekdays, and therefore the MCCs can be taken as representative of a typical neutral weekday.

4.8 The ATCs confirm that both minor arm roads are lightly trafficked. Tuners Lane is notably quieter than Tetbury Lane, with recorded average two-way weekday flows of 397vpd and 1,002vpd respectively.

Traffic Generation

4.9 For consistency, the traffic generation for the Tuners Lane site has been calculated using the trip rates presented in the *Transport Statement* that accompanied the planning application for 36 dwellings at

Ridgeway Farm, prepared by CTP. Trip rates and corresponding trip generation for the maximum of 25 dwellings being considered by the *Neighbourhood Plan* are summarised in Table 4.1 below. The trip generation for the original Ridgeway Farm application is also provided, which has been used throughout the remainder of this assessment for robustness (for Ridgeway Farm only).

Table 4.1: Predicted Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per dwelling)			Trip Generation Ridgeway Farm Planning Application 36 dwellings			Trip Generation Neighbourhood Plan 25 dwellings		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak (08:00-09:00)	0.156	0.414	0.570	6	15	21	4	10	14
PM Peak (17:00-18:00)	0.360	0.201	0.561	13	7	20	9	5	14
12 Hour (07:00-19:00)	2.496	2.564	5.060	90	92	182	62	64	126

Development Traffic Assignment

4.10 For simplicity, and consistent with the above CTP *Transport Statement*, the trips identified in Table 4.1 have been assigned to the network in the same turning proportions as recorded at the junction during the traffic surveys.

Junction Capacity Modelling

4.11 The *PICADY* analysis makes use of the 'bell-shaped' or 'normal distribution' ('OD-TAB') traffic arrival profile for each of the modelled periods. This vehicle arrival profile peaks during the middle of the modelled period, and typically represents a worst-case situation.

4.12 The modelling has utilised TRL's *PICADY 5* computer software program for both A429 junctions, with and without each respective development. Tables 4.2 and 4.3 provide a summary of the capacity analysis results, while the full *PICADY* output results are enclosed with this Report.

Table 4.2: Summary of *PICADY* Results for A429 / Tuners Lane

Time Period	Movement	2019 Without Tuners Lane Development			2019 With Tuners Lane Development (25 Dwellings)		
		Max RFC	Max Queue (vehs)	Delay (mins)	Max RFC	Max Queue (vehs)	Delay (mins)
Weekday AM Peak (08:00-09:00)	B-AC Tuners Lane to A429 North / A429 South	0.100	0.11	0.16	0.112	0.14	0.17
	C-AB A429 North to A429 South / Tuners Lane	0.009	0.01	0.07	0.012	0.01	0.07
Weekday PM Peak (17:00-18:00)	B-AC Tuners Lane to A429 North / A429 South	0.035	0.04	0.13	0.047	0.05	0.13
	C-AB A429 North to A429 South / Tuners Lane	0.039	0.05	0.07	0.053	0.08	0.07

Table 4.3: Summary of *PICADY* Results for A429 / Tetbury Lane

Time Period	Movement	2019 Without Ridgeway Farm Development			2019 With Ridgeway Farm Development (36 Dwellings)		
		Max RFC	Max Queue (vehs)	Delay (mins)	Max RFC	Max Queue (vehs)	Delay (mins)
Weekday AM Peak (08:00-09:00)	B-AC Tetbury Lane to A429 North / A429 South	0.181	0.22	0.18	0.222	0.28	0.19
	C-AB A429 North to A429 South / Tetbury Lane	0.076	0.14	0.08	0.084	0.16	0.08
Weekday PM Peak (17:00-18:00)	B-AC Tuners Lane to A429 North / A429 South	0.093	0.10	0.15	0.110	0.12	0.15
	C-AB A429 North to A429 South / Tuners Lane	0.067	0.11	0.07	0.082	0.15	0.07

4.13 Although not the only factor for consideration, it is generally accepted that Ratio of Flow to Capacity (RFC) values of 0.85 or less indicate that a junction is operating within capacity. As such, the results summarised above indicate that both junctions currently operate with significant spare capacity, and will continue to do so with the addition of development traffic and with any reasonably conceivable increase in background traffic growth on the A429.

4.14 It is evident that the modelling indicates minimal queueing on both Tuners Lane and Tetbury Lane. Queue lengths recorded during the traffic surveys indicate that queues of two or three vehicles can form during peak times, but this is for a brief period only. It is understood from the Parish Council that queues of around six vehicles can form on occasion. These 'real world' observations highlight a limitation of the modelling software, but it can still be concluded that traffic conditions at both junctions are unlikely to

materially change with the addition of either development, and as such queue lengths will not materially worsen.

5.0 Summary & Conclusions

5.1 Pedestrian access has been considered for potential development sites at Tuners Lane, and Ridgeway Farm, Tetbury Lane. A continuous footway link to either development is preferable, in the interest of highway safety, and to connect with existing village facilities. The Tuners Lane site is the closer of the two to the majority of facilities within the village, and benefits from being in close proximity to a signal-controlled pedestrian crossing on the A429.

5.2 It would appear that the provision of a new, 1.8m wide footway is possible along Tuners Lane on approach to the site. The parking layby near to the site is not a significant constraint, as this can be re-provided in a more formal manner, alongside a new footway link.

5.3 The Ridgeway Farm site presents a greater, albeit not an insurmountable, challenge to provide a continuous footway along a section of Tetbury Road where pedestrians currently walk in the road to the west of The Dawneys. A reduced footway width of 1.2m may only be possible along this section though.

5.4 It initially appears that it would also be possible to connect the Ridgeway Farm development to The Dawneys, thus potentially allowing pedestrians to avoid the above section of Tetbury Lane with no footways, but an area of third-party land between the eastern boundary of the site and the Public Right of Way in this area could potentially prevent this link being provided. With either of these solutions, this does not overcome the issue of there being no footways on Tetbury Lane further east, on the immediate approach to the A429 junction.

5.5 It has been established that suitable vehicular access to the Tuners Lane site can be achieved, with visibility splays commensurate with 85th percentile approach speeds recorded during 7-day speed surveys.

5.6 A review of both the Tuners Lane and Tetbury Lane junctions with the A429 has not identified any significant concerns considering the scale of respective developments being considered, albeit both have historic constraints including visibility across Parish Council land to the north of Tuners Lane and parked vehicles limiting visibility to the south of Tetbury Lane. However, both junctions have been modelled and operate well within their vehicular capacity with the addition of development traffic.

5.7 It is concluded that both sites are potentially suitable for the modest residential developments being proposed, but the Tuners Lane site can offer better and therefore safer pedestrian access when compared to that achievable along Tetbury Lane.

Cole Easdon Consultants Limited

November 2019

Enclosures

CEC Plan 6807/201 Possible Access Arrangement and Adjacent Highway Works to Serve Residential Development

CEC Plan 6807/202 Tuners Lane Additional Footway

Drawing No. SK05(A) Potential Footway Link (by Cotswold Transport Planning Ltd)

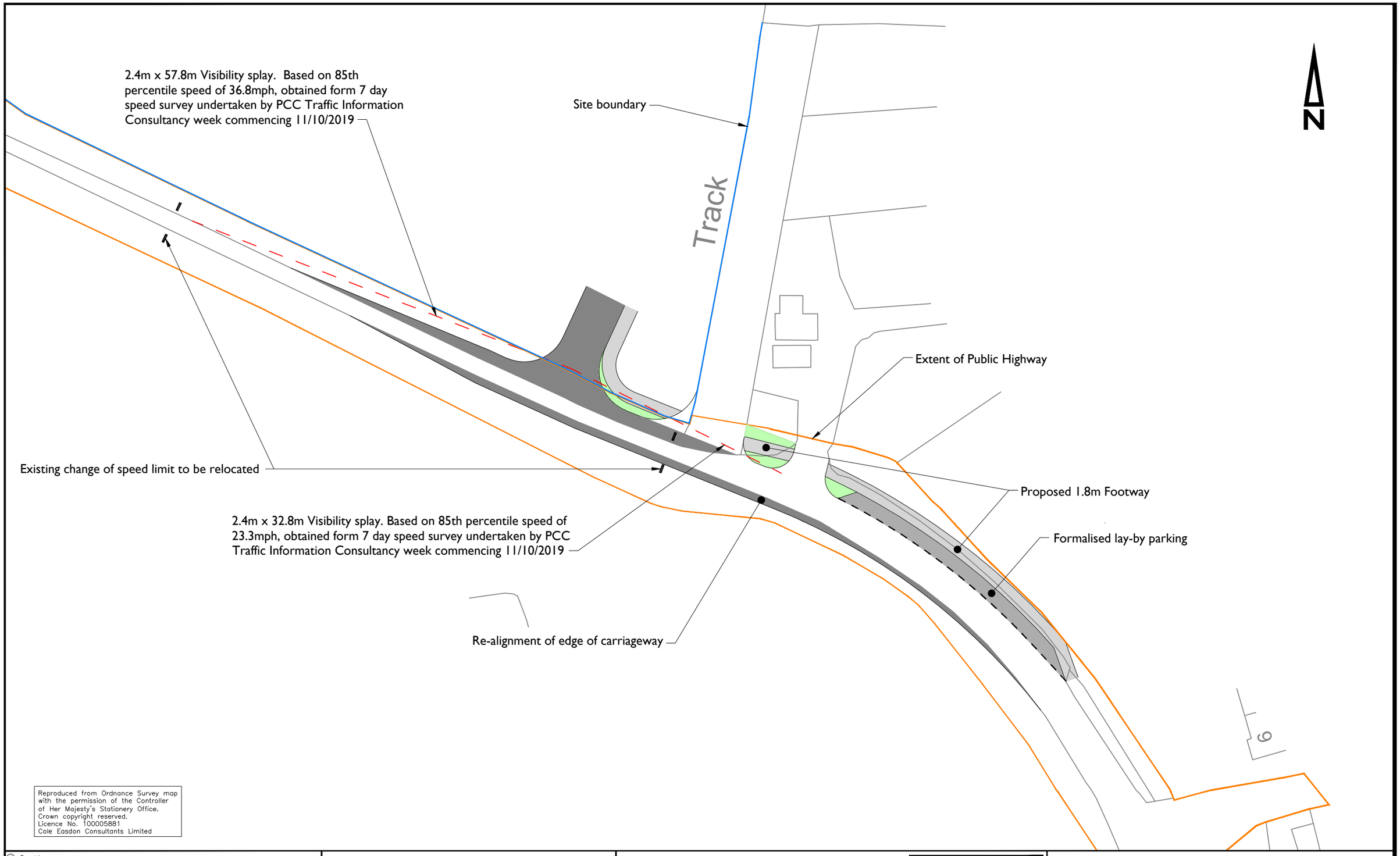
Public Highway Records

Eastbound Stopping Sight Distance Calculation

Westbound Stopping Sight Distance Calculation

PICADY Outputs

Enclosures



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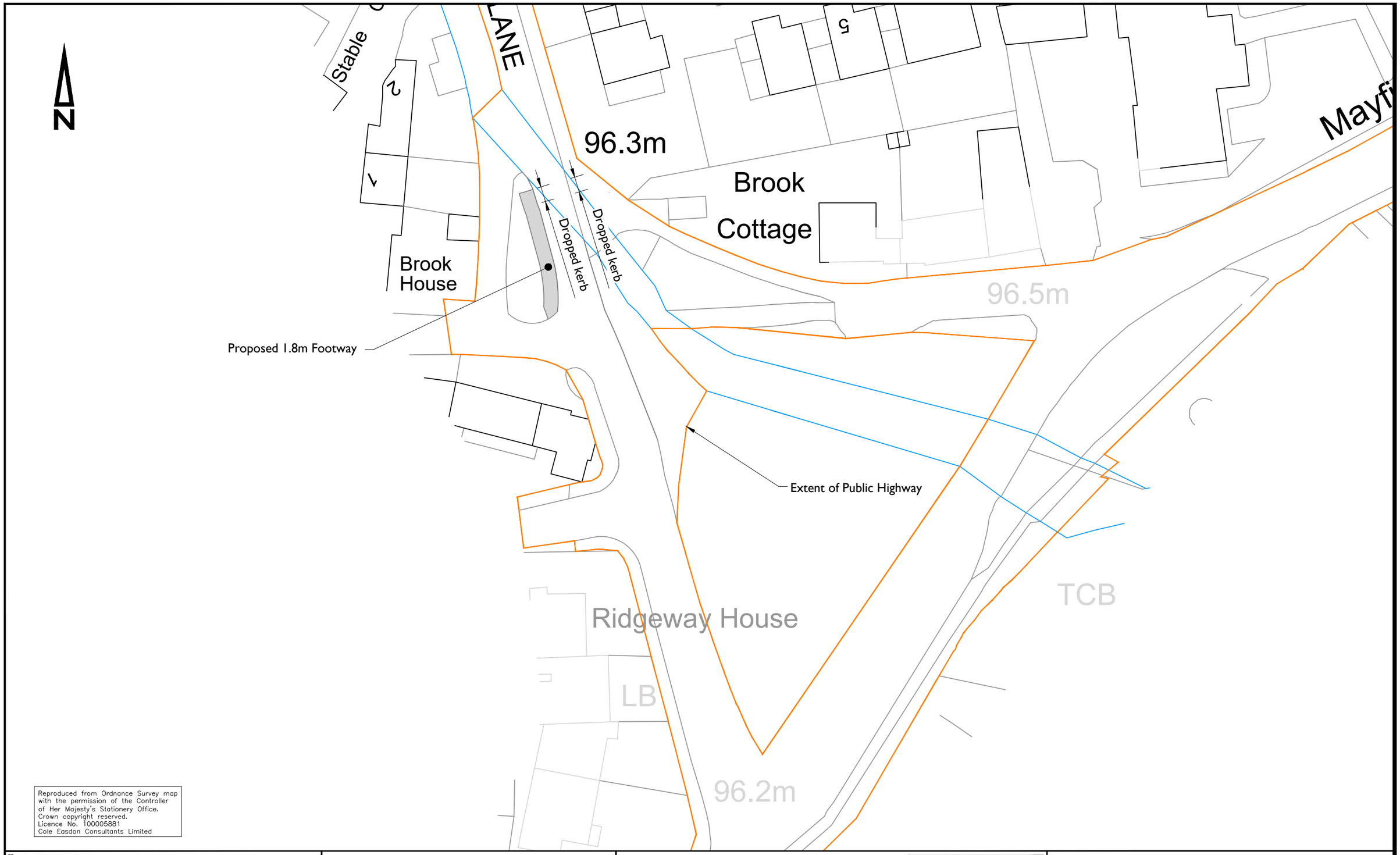
Job Title:
Crudwell Neighbourhood Plan
Wiltshire

Drawing Title:
Possible access arrangement and adjacent highway works to serve residential development

Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK: FOR COMMENT	X
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Client:
Crudwell Parish Council

Drawn By	Date Drawn	Scale
PJS	November 2019	1:500 (A3)
Checked By	Drawing No.	Revision
	6807/201	-



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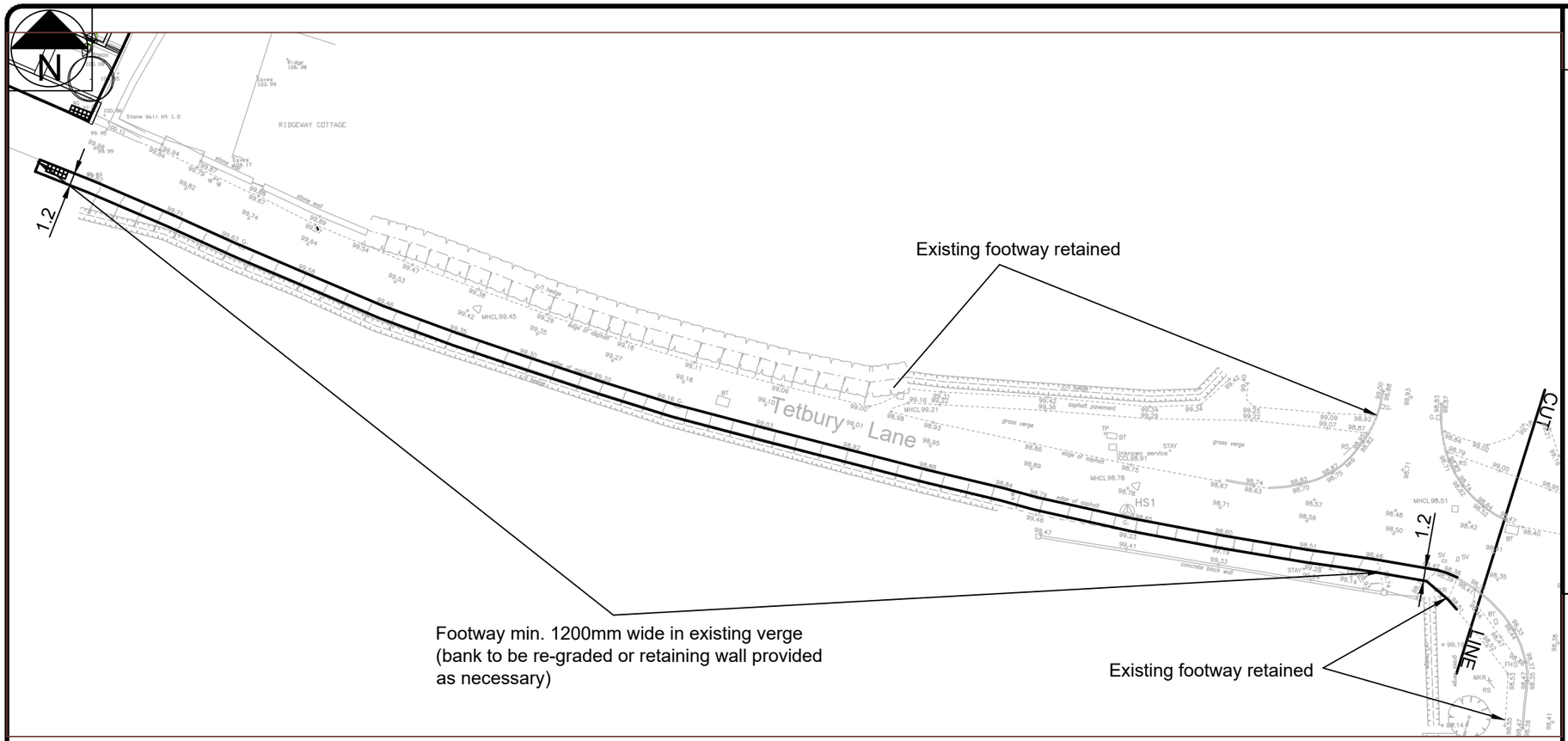
Job Title:
Crudwell Neighbourhood Plan
Wiltshire

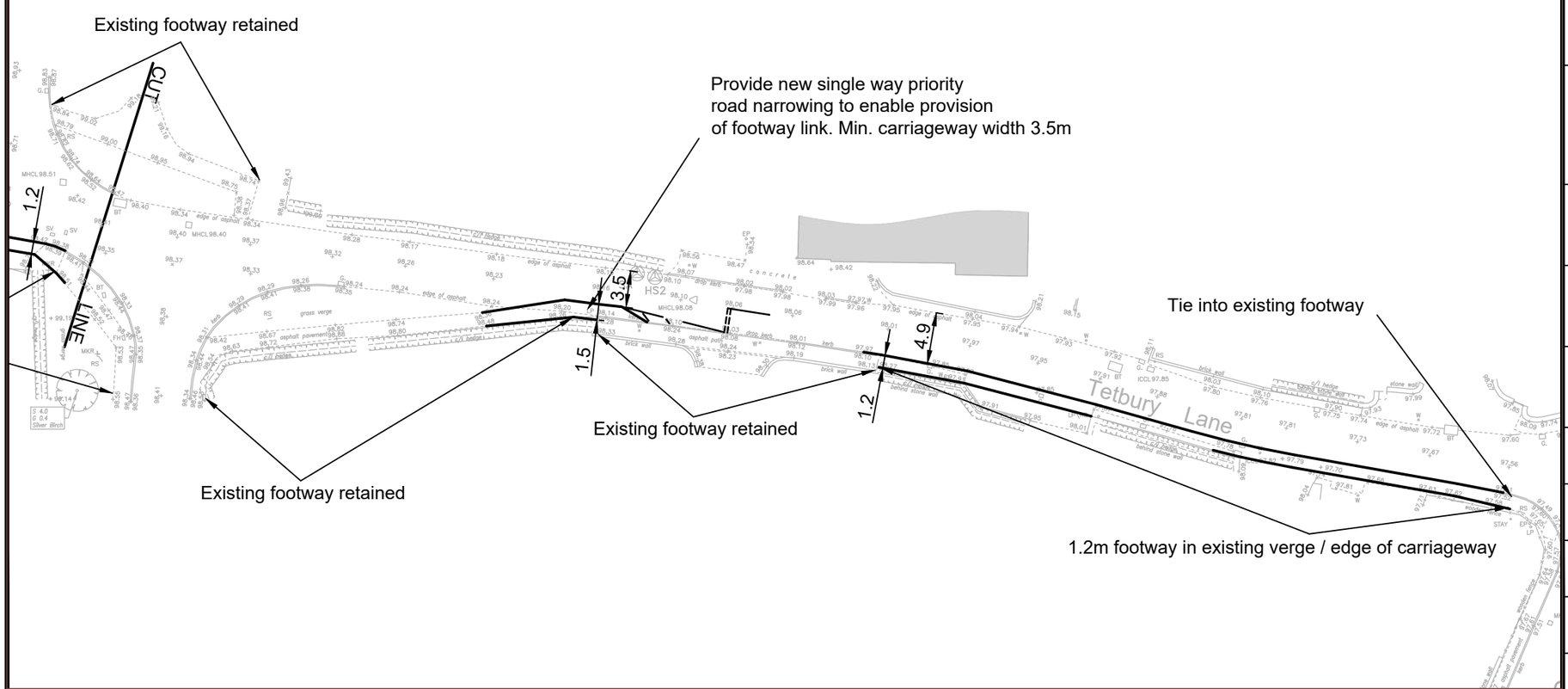
Drawing Title:
Tuners Lane Additional Footway

Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	
FOR COMMENT	X
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Client:
Crudwell Parish Council

Drawn By	Date Drawn	Scale
PJS	November 2019	1:500 (A3)
Checked By	Drawing No.	Revision
BPE	6807/202	-





Notes:

1. Highway boundary drawings have been provided by Wiltshire CC. However, in some areas the boundary is unclear and it is recommended that confirmation of the physical boundary is sought in order to confirm the proposed footway dimensions.

COTSWOLD TRANSPORT PLANNING

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Cheltenham
Gloucestershire
GL50 1NW
Tel: 01242 370283
cheltenham@cotswoldtp.co.uk
www.cotswoldtp.co.uk

Drawing Title:
Potential Footway Link

Client:
Edenstone Homes

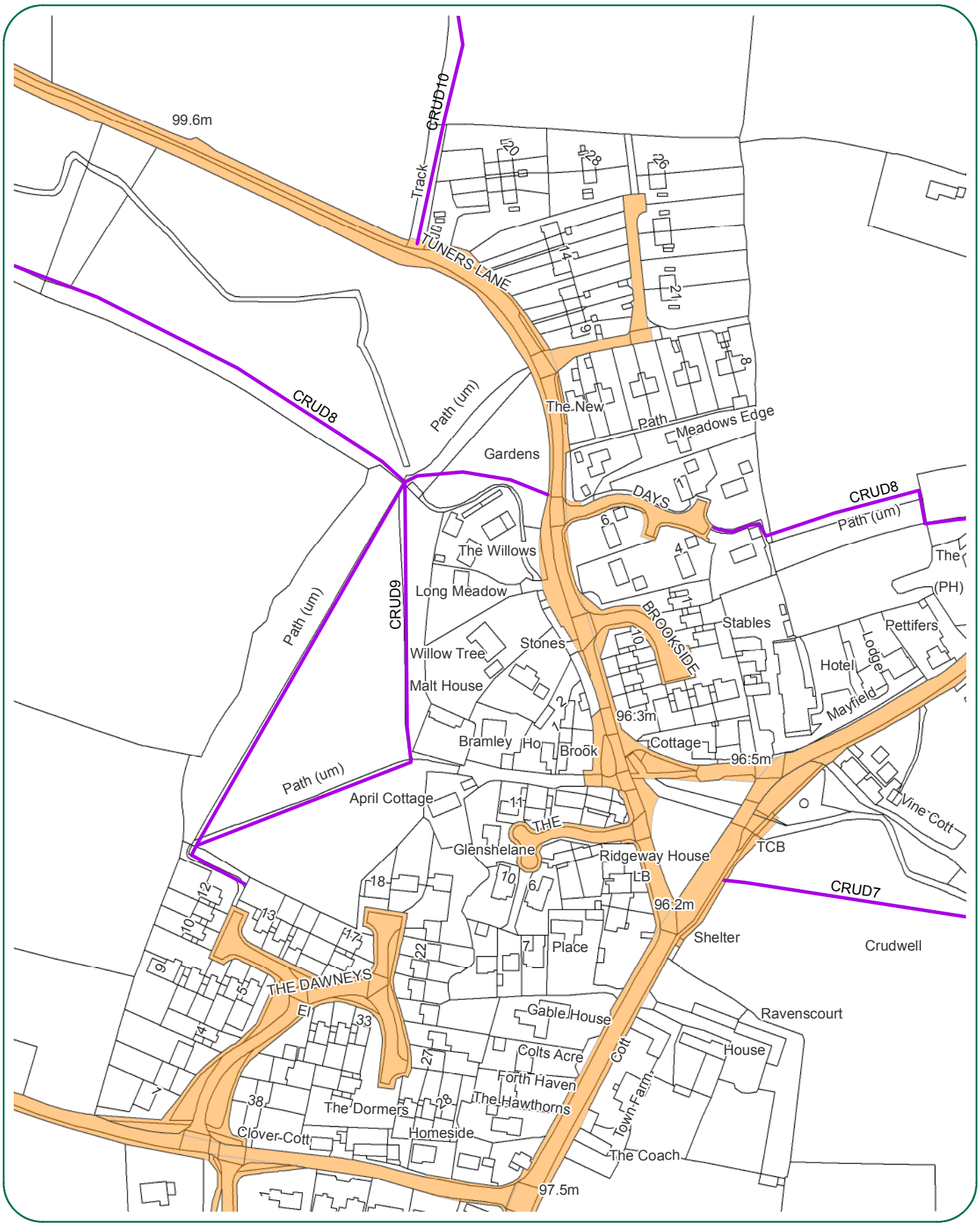
Project:
Ridgeway Farm, Crudwell

Drawing No:	Revision:
SK05	A
Date Drawn: 04.01.18	Issue Date: 05.06.18
Drawn by: MP	Checked by: MG
Project Code: CTP-17-346	Scale at A3: NTS

Drawing Status:
PLANNING

Wiltshire Council
Where everybody matters

Highways Plan 23/01/19
Tuners Lane, Crudwell



Date: 23/01/2019

Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

1:2,500

Calculation of Appropriate Stopping Site Distances
Using Manual for Streets 2 Methodology

Project Number:	**6807**
Project Name:	**Crudwell Neighbourhood Plan**
Junction Location:	**Tuners Lane**
Speed Survey Source:	7 Day ATC undertaken by PCC Traffic Information Consultancy Ltd.w/c 11 October 2019
Vehicle Category:	Light Vehicles*
Prepared By:	PJS
Checked By:	BPE
Date:	12/11/2019

Direction 1 Orientation:	**Eastbound towards junction**
Direction 1 Approach Gradient:	0%
Direction 1 85th Percentile Wet-Weather Speed:	36.8mph
SSD (vt + v^2/2[d+0.1a]):	**55.4m**
SSD Including for Bonnet Length (2.4m):	**57.8m**

Where:

v =	*16.45m/s*
t =	*1.5s*
d =	*4.41m/s²*
a =	*0%*

*Note: Manual for Streets 2 states in paragraph 10.1.8 that 'bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances'.

Calculation of Appropriate Stopping Site Distances
Using Manual for Streets 2 Methodology

Project Number:	**6807**
Project Name:	**Crudwell Neighbourhood Plan**
Junction Location:	**Tuners Lane**
Speed Survey Source:	7 Day ATC undertaken by PCC Traffic Information Consultancy Ltd.w/c 11 October 2019
Vehicle Category:	HGV or Buses
Prepared By:	PJS
Checked By:	BPE
Date:	12/11/2019

Direction 1 Orientation:	**Westbound towards junction**
Direction 1 Approach Gradient:	0%
Direction 1 85th Percentile Wet-Weather Speed:	23.3mph
SSD (vt + v^2/2[d+0.1a]):	**30.4m**
SSD Including for Bonnet Length (2.4m):	**32.8m**

Where:

v =	*10.42m/s*
t =	*1.5s*
d =	*3.68m/s²*
a =	*0%*

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

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Fax: +44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	O:\..\Analysis - Picady\Tuners Lane - A429.vpi
Date Run	05 November 2019
Time Run	16:33:39
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A429 South	100
Arm B	Tuners Lane	100
Arm C	A429 North	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Tuners Lane / A429
Location	Crudwell
Date	23 October 2019
Enumerator	-
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

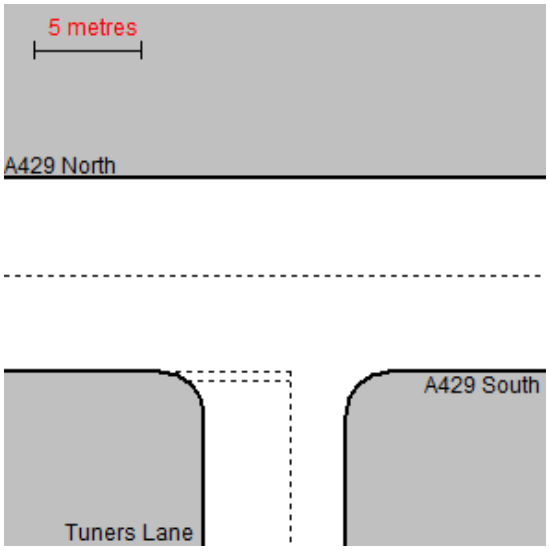
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.70
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.99
Minor Road Visibility To Right (m)	27
Minor Road Visibility To Left (m)	8
Major Road Right Turn Visibility (m)	250
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	542.368	0.096	0.242	0.152	0.346
B-C	704.461	0.105	0.265	-	-
C-B	718.741	0.270	0.270	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	7.0	471.0
Arm B	24.0	0.0	13.0
Arm C	341.0	4.0	0.0

Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	17.0	322.0
Arm B	7.0	0.0	8.0
Arm C	450.0	17.0	0.0

Demand Set: AM With Development
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	10.0	471.0
Arm B	31.0	0.0	13.0
Arm C	341.0	5.0	0.0

Demand Set: PM With Development
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	21.0	322.0
Arm B	9.0	0.0	11.0
Arm C	450.0	22.0	0.0

ODTAB Synthesised Flows

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh / min)	Peak Time	Peak Flow (veh / min)	Falling Time	Falling Flow (veh / min)
Arm A	08:00	5.975	08:30	8.962	09:00	5.975
Arm B	08:00	0.463	08:30	0.694	09:00	0.463
Arm C	08:00	4.313	08:30	6.469	09:00	4.313

Heavy Vehicles Percentages

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.9
Arm B	0.0	-	0.0
Arm C	4.7	0.0	-

Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.9
Arm B	0.0	-	0.0
Arm C	0.9	0.0	-

Demand Set: AM With Development
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.9
Arm B	0.0	-	0.0
Arm C	4.7	0.0	-

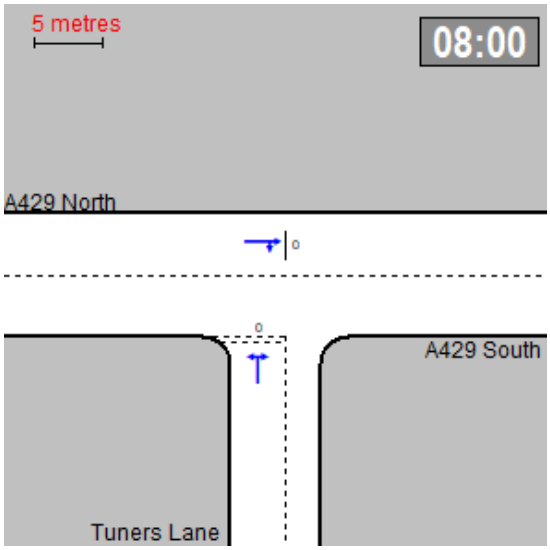
Demand Set: PM With Development
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.9
Arm B	0.0	-	0.0
Arm C	0.9	0.0	-

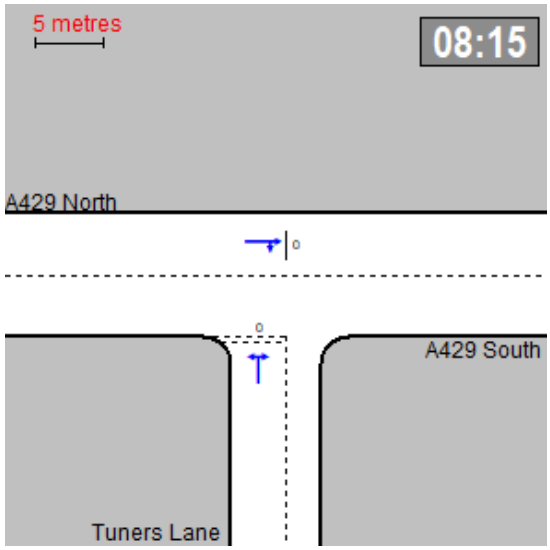
Queue Diagrams

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15
View Extent: 40m

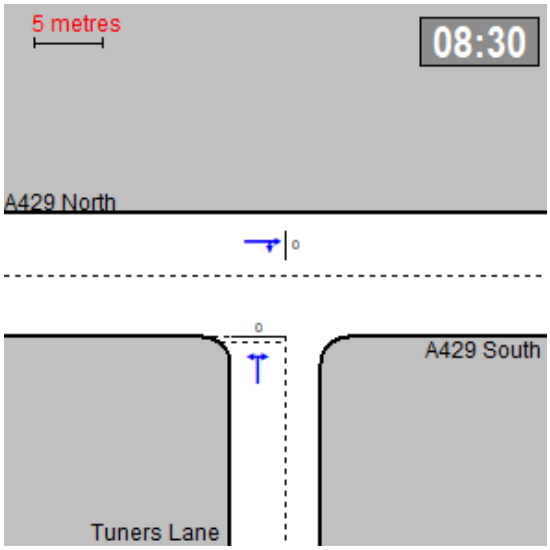
Queue Interval 1: 07:45-08:00



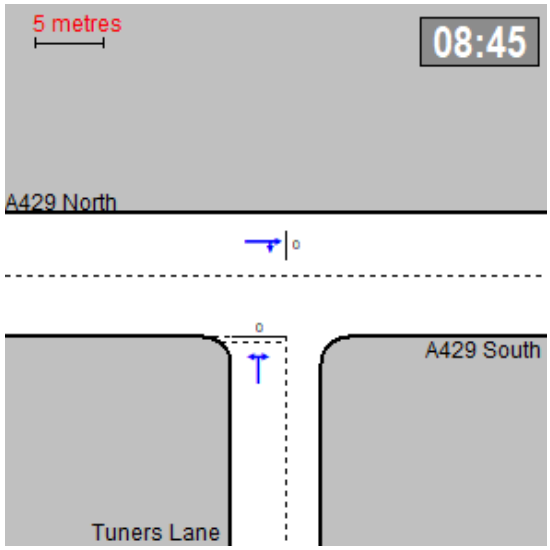
Queue Interval 2: 08:00-08:15



Queue Interval 3: 08:15-08:30

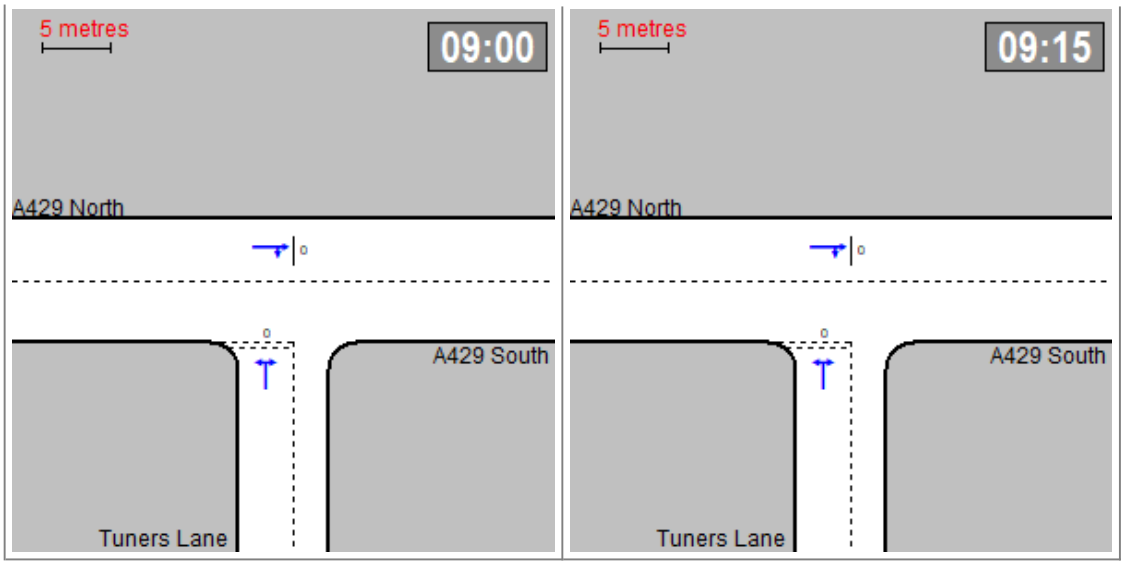


Queue Interval 4: 08:30-08:45



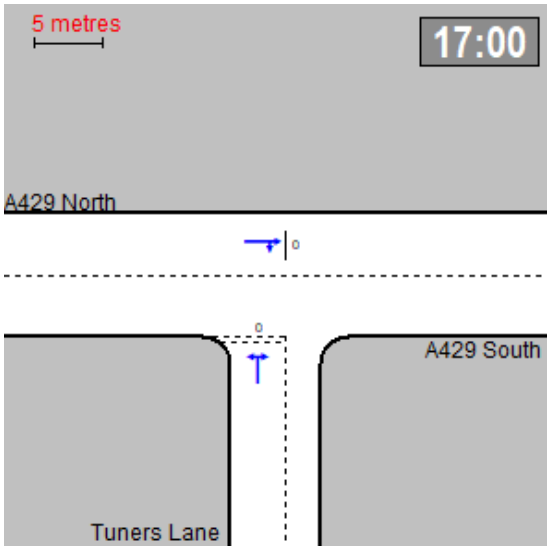
Queue Interval 5: 08:45-09:00

Queue Interval 6: 09:00-09:15


5 metres
09:00
A429 North
A429 South
Tuners Lane
5 metres
09:15
A429 North
A429 South
Tuners Lane

Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15
View Extent: 40m

Queue Interval 1: 16:45-17:00



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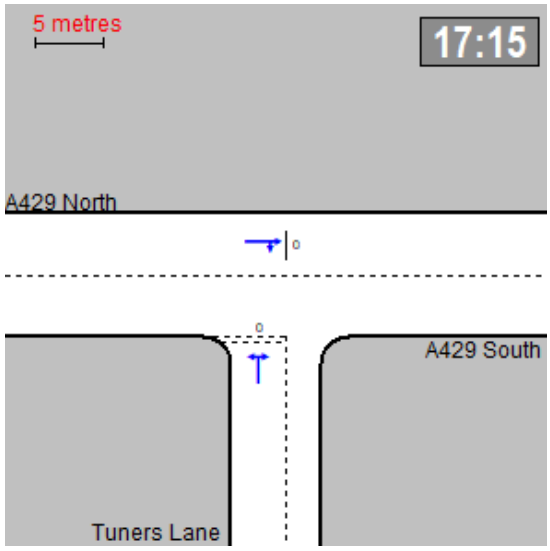

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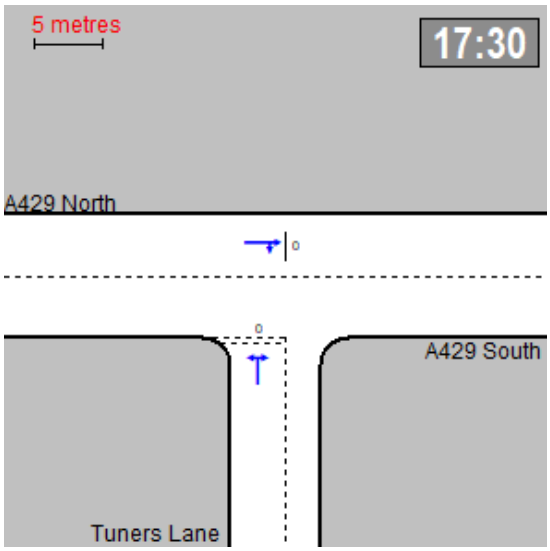
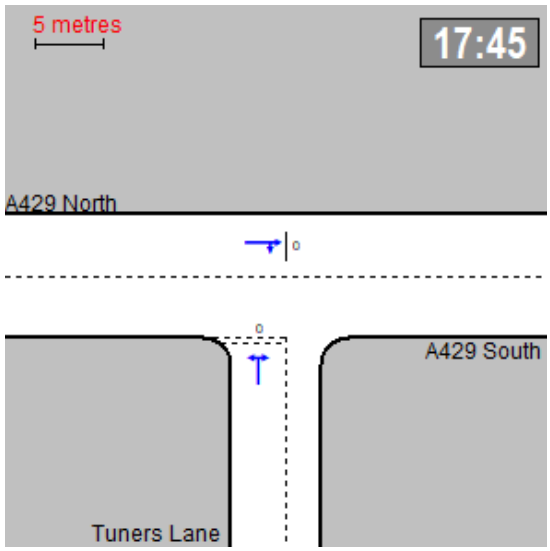


Queue Interval 4: 17:30-17:45



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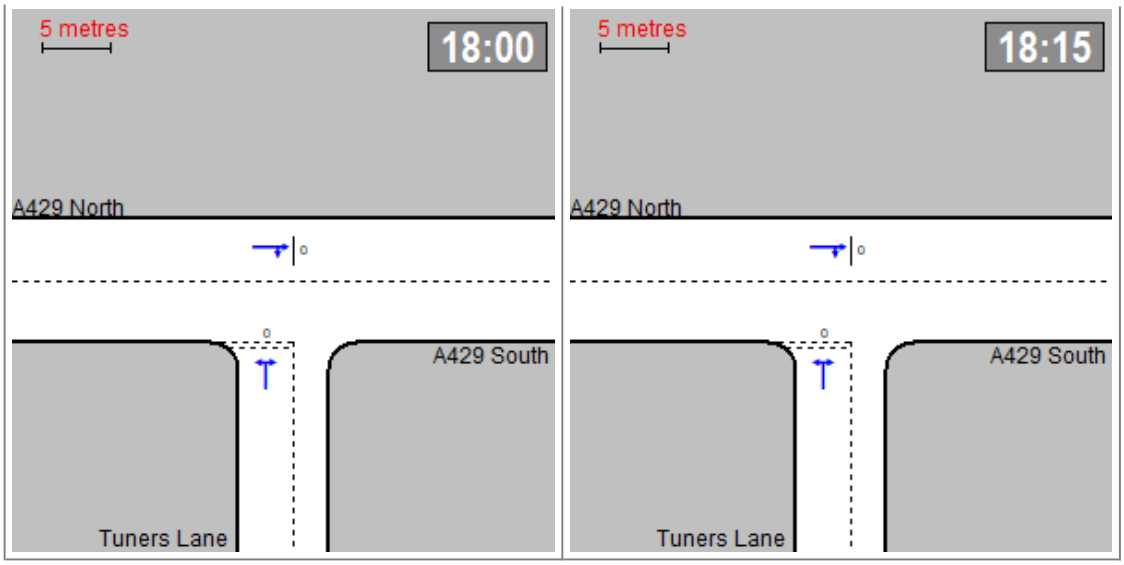
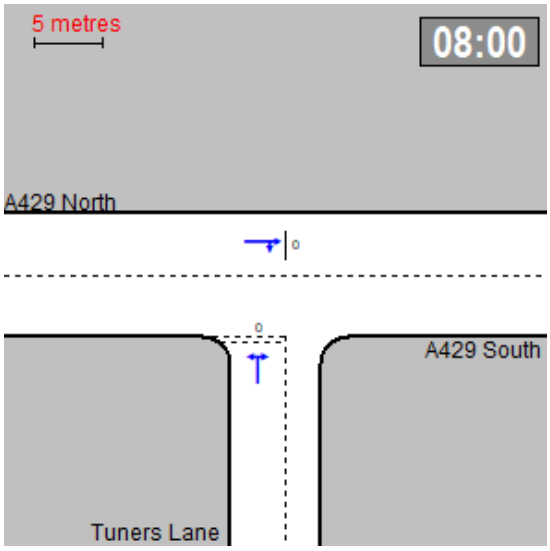
Queue Interval 6: 18:00-18:15

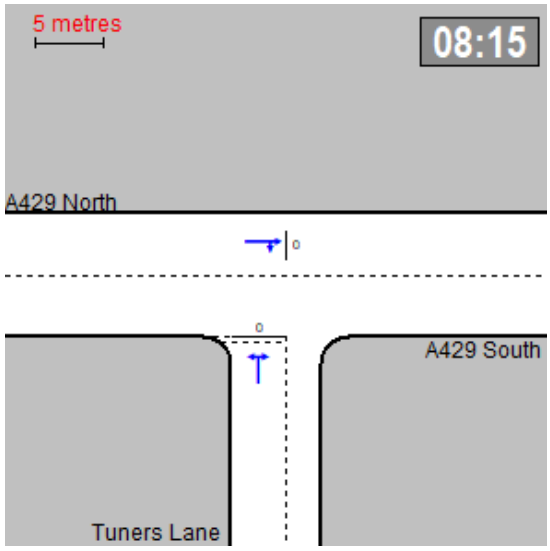

5 metres
18:00
A429 North
A429 South
Tuners Lane
5 metres
18:15
A429 North
A429 South
Tuners Lane

Demand Set: AM With Development
Modelling Period: 07:45-09:15
View Extent: 40m

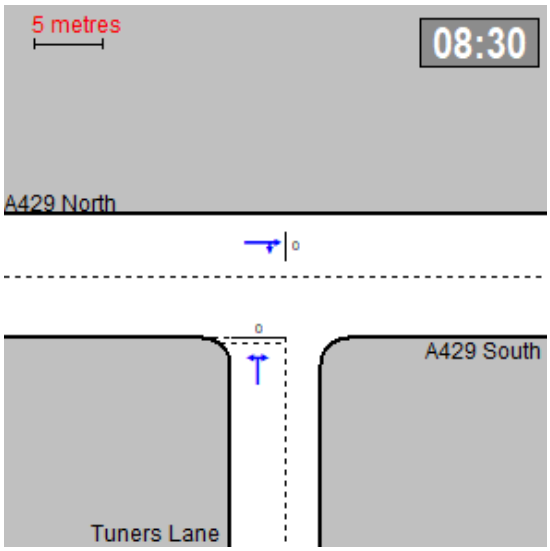
Queue Interval 1: 07:45-08:00



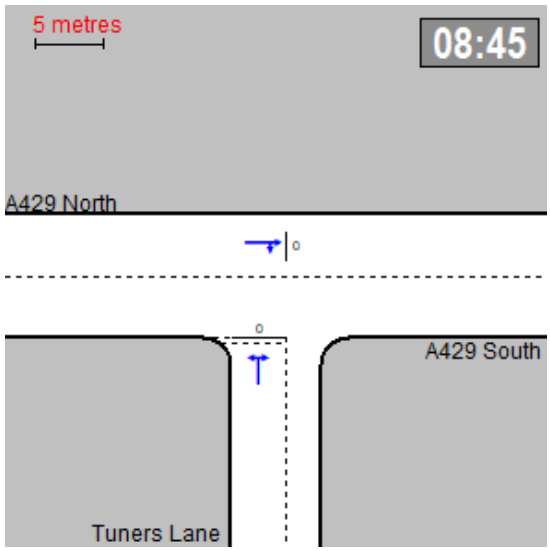
Queue Interval 2: 08:00-08:15



Queue Interval 3: 08:15-08:30

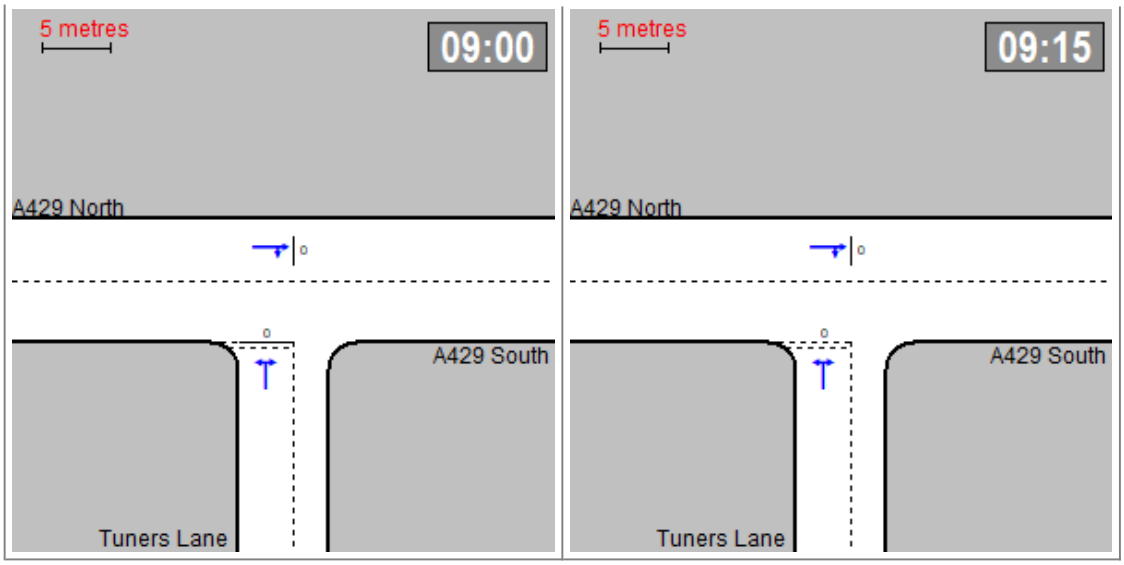


Queue Interval 4: 08:30-08:45



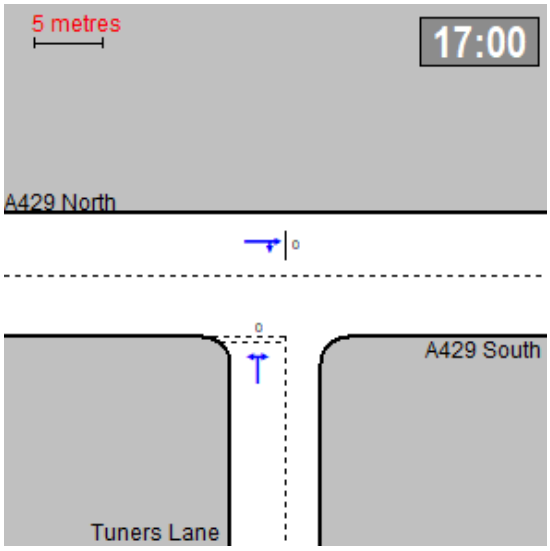
Queue Interval 5: 08:45-09:00

Queue Interval 6: 09:00-09:15

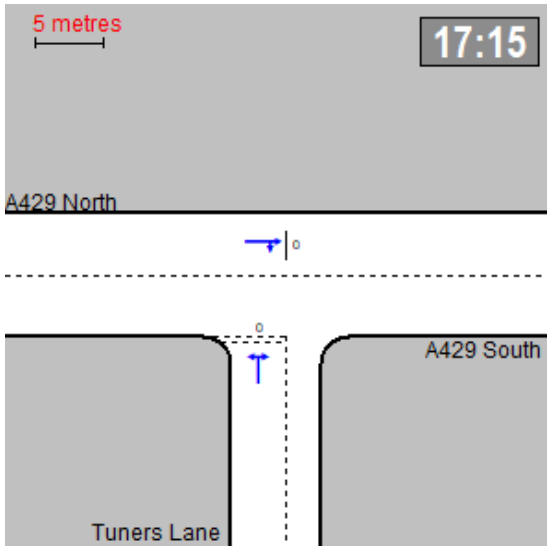

5 metres
09:00
A429 North
A429 South
Tuners Lane
5 metres
09:15
A429 North
A429 South
Tuners Lane

Demand Set: PM With Development
Modelling Period: 16:45-18:15
View Extent: 40m

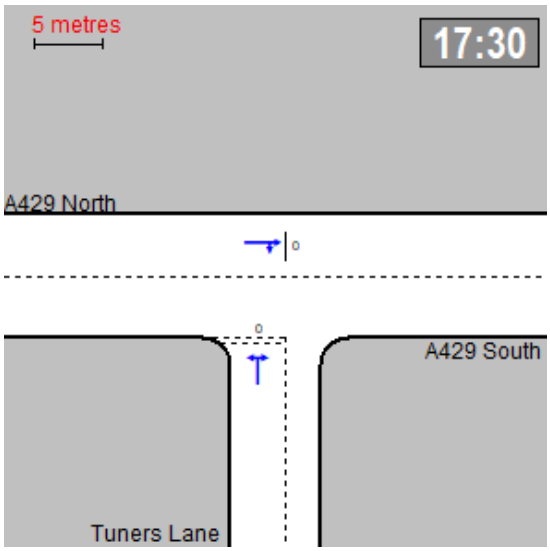
Queue Interval 1: 16:45-17:00



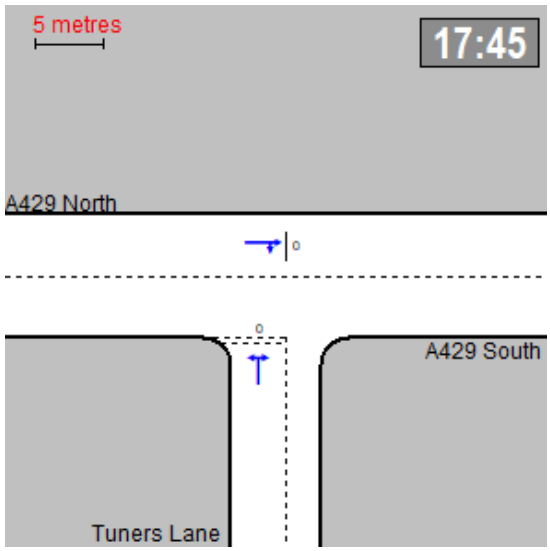
Queue Interval 2: 17:00-17:15



Queue Interval 3: 17:15-17:30

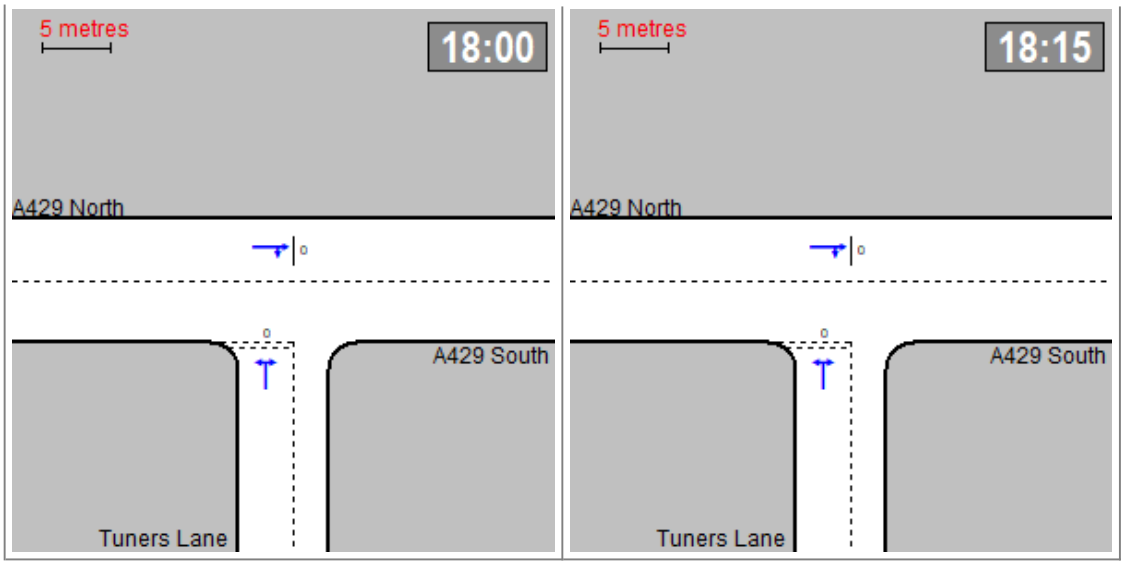


Queue Interval 4: 17:30-17:45



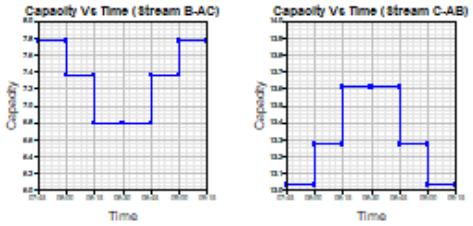
Queue Interval 5: 17:45-18:00

Queue Interval 6: 18:00-18:15

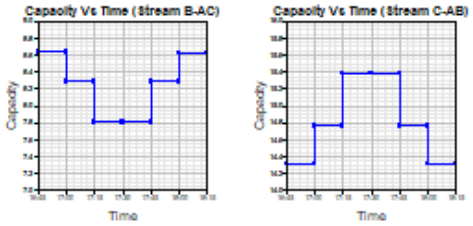

5 metres
18:00
A429 North
A429 South
Tuners Lane
5 metres
18:15
A429 North
A429 South
Tuners Lane

Capacity Graph

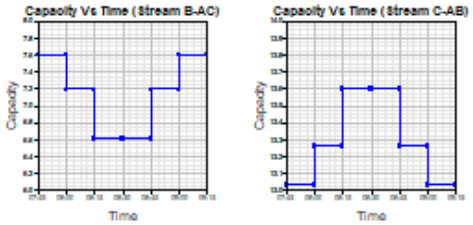
Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15



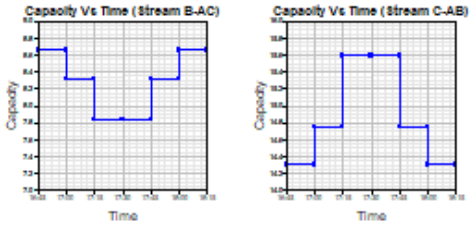
Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM With Development
Modelling Period: 07:45-09:15

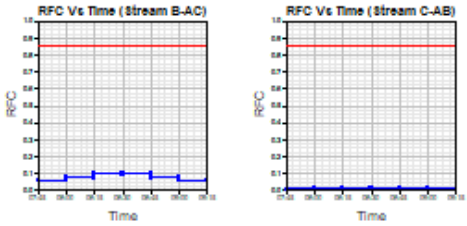


Demand Set: PM With Development
Modelling Period: 16:45-18:15

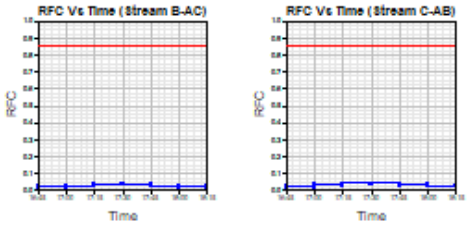


RFC Graph

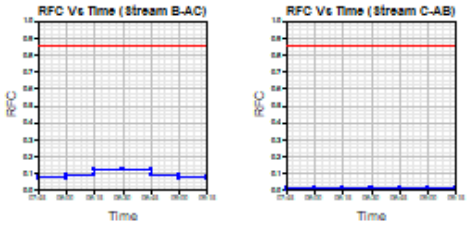
Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15



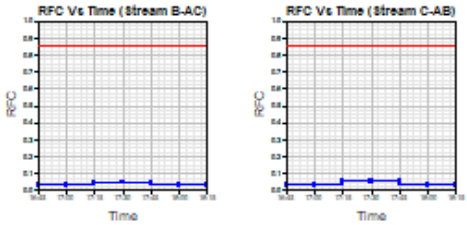
Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM With Development
Modelling Period: 07:45-09:15

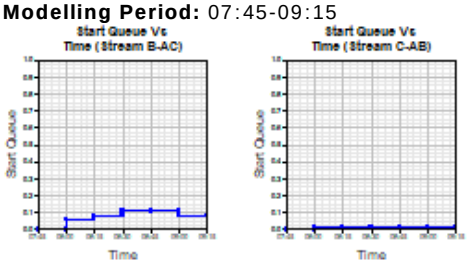


Demand Set: PM With Development
Modelling Period: 16:45-18:15

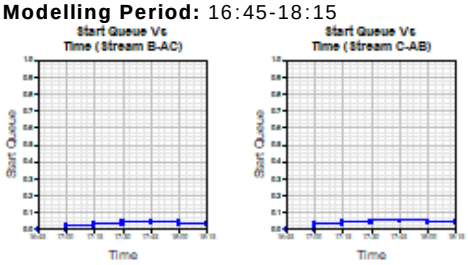


Start Queue Graph

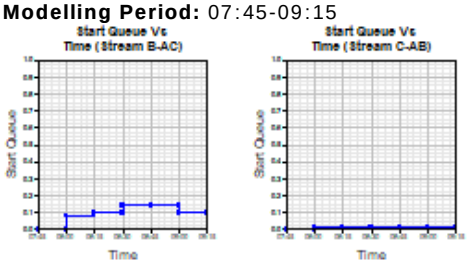
Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15



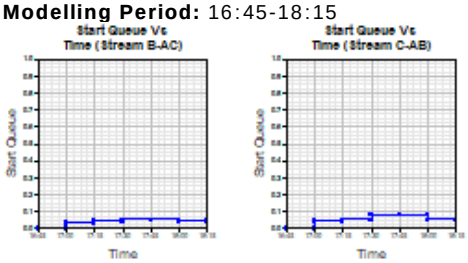
Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM With Development
Modelling Period: 07:45-09:15

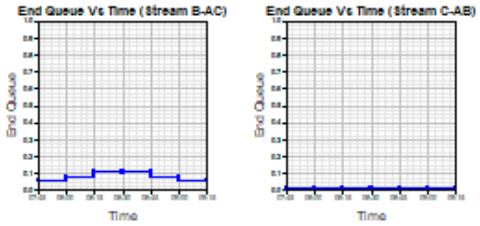


Demand Set: PM With Development
Modelling Period: 16:45-18:15

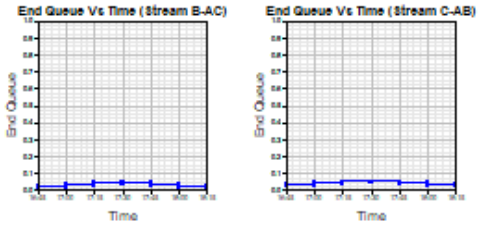


End Queue Graph

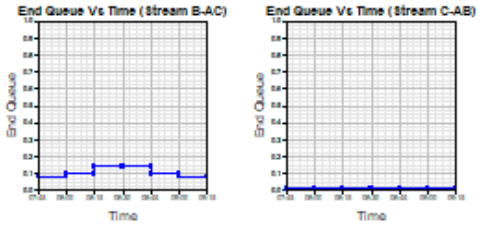
Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15



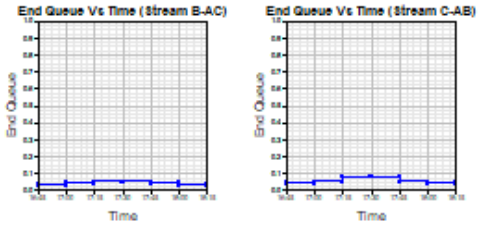
Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM With Development
Modelling Period: 07:45-09:15

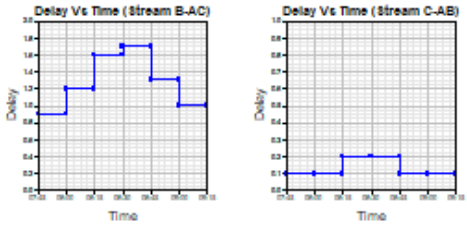


Demand Set: PM With Development
Modelling Period: 16:45-18:15

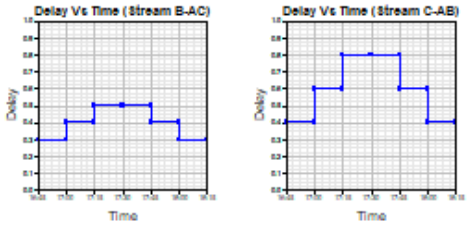


Delay Graph

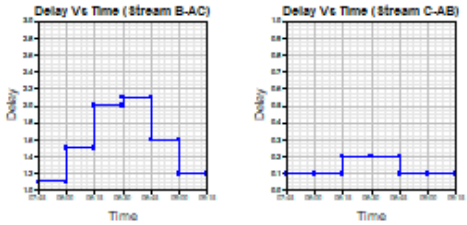
Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15



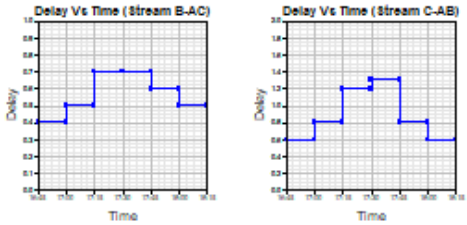
Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM With Development
Modelling Period: 07:45-09:15



Demand Set: PM With Development
Modelling Period: 16:45-18:15



Queues & Delays

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.46	7.77	0.060	-	0.00	0.06	-	0.9	0.14
	C-AB	0.07	13.03	0.006	-	0.00	0.01	-	0.1	0.08
	C-A	4.26	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.55	7.36	0.075	-	0.06	0.08	-	1.2	0.15
	C-AB	0.09	13.27	0.007	-	0.01	0.01	-	0.1	0.08
	C-A	5.08	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	7.06	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.68	6.79	0.100	-	0.08	0.11	-	1.6	0.16
	C-AB	0.13	13.61	0.009	-	0.01	0.01	-	0.2	0.07
	C-A	6.20	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	8.64	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.68	6.79	0.100	-	0.11	0.11	-	1.7	0.16
	C-AB	0.13	13.61	0.009	-	0.01	0.01	-	0.2	0.07
	C-A	6.20	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	8.64	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.55	7.36	0.075	-	0.11	0.08	-	1.3	0.15
	C-AB	0.09	13.27	0.007	-	0.01	0.01	-	0.1	0.08
	C-A	5.08	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	7.06	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	0.46	7.77	0.060	-	0.08	0.06	-	1.0	0.14
	C-AB	0.07	13.03	0.006	-	0.01	0.01	-	0.1	0.08
	C-A	4.26	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.19	8.63	0.022	-	0.00	0.02	-	0.3	0.12
	C-AB	0.34	14.31	0.023	-	0.00	0.03	-	0.4	0.07
	C-A	5.52	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	4.04	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.22	8.29	0.027	-	0.02	0.03	-	0.4	0.12
	C-AB	0.44	14.76	0.030	-	0.03	0.04	-	0.6	0.07
	C-A	6.56	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	4.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.28	7.81	0.035	-	0.03	0.04	-	0.5	0.13
	C-AB	0.60	15.38	0.039	-	0.04	0.05	-	0.8	0.07
	C-A	7.97	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.28	7.81	0.035	-	0.04	0.04	-	0.5	0.13
	C-AB	0.60	15.38	0.039	-	0.05	0.05	-	0.8	0.07
	C-A	7.97	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-

	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.22	8.29	0.027	-	0.04	0.03	-	0.4	0.12
	C-AB	0.44	14.76	0.030	-	0.05	0.04	-	0.6	0.07
	C-A	6.56	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	4.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.19	8.62	0.022	-	0.03	0.02	-	0.3	0.12
	C-AB	0.34	14.31	0.024	-	0.04	0.03	-	0.4	0.07
	C-A	5.52	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	4.04	-	-	-	-	-	-	-	-

Demand Set: AM With Development
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.55	7.60	0.073	-	0.00	0.08	-	1.1	0.14
	C-AB	0.09	13.03	0.007	-	0.00	0.01	-	0.1	0.08
	C-A	4.25	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.66	7.19	0.092	-	0.08	0.10	-	1.5	0.15
	C-AB	0.12	13.26	0.009	-	0.01	0.01	-	0.1	0.08
	C-A	5.07	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	7.06	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.81	6.61	0.122	-	0.10	0.14	-	2.0	0.17
	C-AB	0.16	13.60	0.012	-	0.01	0.01	-	0.2	0.07
	C-A	6.19	-	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.64	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.81	6.61	0.122	-	0.14	0.14	-	2.1	0.17
	C-AB	0.16	13.60	0.012	-	0.01	0.01	-	0.2	0.07
	C-A	6.19	-	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.64	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.66	7.19	0.092	-	0.14	0.10	-	1.6	0.15
	C-AB	0.12	13.26	0.009	-	0.01	0.01	-	0.1	0.08
	C-A	5.07	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	7.06	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	0.55	7.60	0.073	-	0.10	0.08	-	1.2	0.14
	C-AB	0.09	13.03	0.007	-	0.01	0.01	-	0.1	0.08
	C-A	4.25	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Demand Set: PM With Development
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.25	8.66	0.029	-	0.00	0.03	-	0.4	0.12
	C-AB	0.43	14.30	0.030	-	0.00	0.04	-	0.6	0.07
	C-A	5.49	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	4.04	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.30	8.32	0.036	-	0.03	0.04	-	0.5	0.12
	C-AB	0.57	14.75	0.038	-	0.04	0.05	-	0.8	0.07
	C-A	6.51	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-

	A-C	4.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.37	7.84	0.047	-	0.04	0.05	-	0.7	0.13
	C-AB	0.83	15.59	0.053	-	0.05	0.08	-	1.2	0.07
	C-A	7.83	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.37	7.84	0.047	-	0.05	0.05	-	0.7	0.13
	C-AB	0.83	15.59	0.053	-	0.08	0.08	-	1.3	0.07
	C-A	7.83	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	5.91	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.30	8.32	0.036	-	0.05	0.04	-	0.6	0.12
	C-AB	0.57	14.75	0.038	-	0.08	0.05	-	0.8	0.07
	C-A	6.51	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	4.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.25	8.66	0.029	-	0.04	0.03	-	0.5	0.12
	C-AB	0.44	14.30	0.030	-	0.05	0.04	-	0.6	0.07
	C-A	5.49	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	4.04	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Tuners Lane / A429
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	50.9	34.0	7.6	0.1	7.6	0.1
C-AB	8.8	5.9	0.7	0.1	0.7	0.1
C-A	466.1	310.7	-	-	-	-
A-B	9.6	6.4	-	-	-	-
A-C	648.3	432.2	-	-	-	-
All	**1183.7**	**789.2**	**8.3**	**0.0**	**8.3**	**0.0**

Demand Set: Tuners Lane / A429 Demand Set
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	20.6	13.8	2.6	0.1	2.6	0.1
C-AB	41.1	27.4	3.7	0.1	3.7	0.1
C-A	601.7	401.1	-	-	-	-
A-B	23.4	15.6	-	-	-	-
A-C	443.2	295.5	-	-	-	-
All	**1130.0**	**753.4**	**6.2**	**0.0**	**6.2**	**0.0**

Demand Set: AM With Development
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	60.6	40.4	9.4	0.2	9.4	0.2
C-AB	11.0	7.3	0.9	0.1	0.9	0.1
C-A	465.2	310.2	-	-	-	-
A-B	13.8	9.2	-	-	-	-
A-C	648.3	432.2	-	-	-	-
All	**1198.9**	**799.2**	**10.3**	**0.0**	**10.3**	**0.0**

Demand Set: PM With Development
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	27.5	18.4	3.5	0.1	3.5	0.1
C-AB	55.0	36.7	5.3	0.1	5.3	0.1
C-A	594.7	396.4	-	-	-	-
A-B	28.9	19.3	-	-	-	-
A-C	443.2	295.5	-	-	-	-
All	**1149.3**	**766.2**	**8.8**	**0.0**	**8.8**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)
For sales and distribution information, program advice and maintenance, contact:
TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	O:\..\Analysis - Picady\Tetbury Lane - A429.vpi
Date Run	05 November 2019
Time Run	16:38:19
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A429 South	100
Arm B	Tetbury Lane	100
Arm C	A429 North	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Tetbury Lane / A429.
Location	-
Date	23 October 2019
Enumerator	psalmon [CEC-LT-003]
Job Number	6807
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

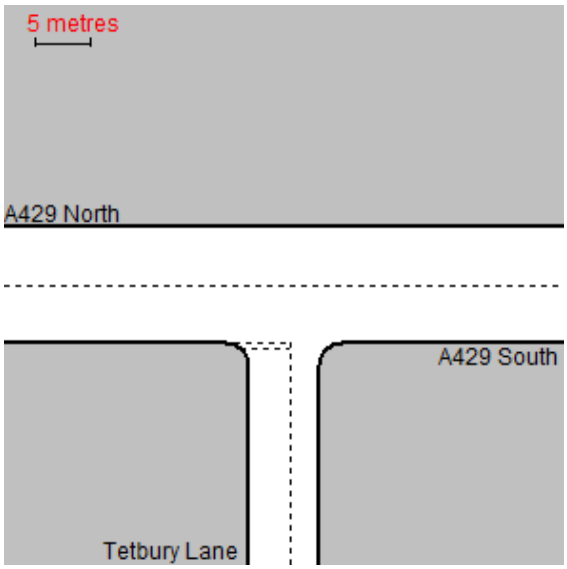
Parameter	Minor Arm B
Major Road Carriageway Width (m)	8.10
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.55
Minor Road Visibility To Right (m)	12
Minor Road Visibility To Left (m)	23
Major Road Right Turn Visibility (m)	165
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518.007	0.086	0.217	0.136	0.310
B-C	666.264	0.093	0.235	-	-
C-B	669.517	0.236	0.236	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	24.0	433.0
Arm B	26.0	0.0	42.0
Arm C	337.0	29.0	0.0

Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	34.0	319.0
Arm B	18.0	0.0	20.0
Arm C	431.0	26.0	0.0

Demand Set: AM with Development
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	27.0	433.0
Arm B	32.0	0.0	51.0
Arm C	337.0	32.0	0.0

Demand Set: PM With Development
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	0.0	41.0	319.0
Arm B	21.0	0.0	24.0
Arm C	431.0	32.0	0.0

ODTAB Synthesised Flows

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh / min)	Peak Time	Peak Flow (veh / min)	Falling Time	Falling Flow (veh / min)
Arm A	08:00	5.713	08:30	8.569	09:00	5.713
Arm B	08:00	0.850	08:30	1.275	09:00	0.850
Arm C	08:00	4.575	08:30	6.862	09:00	4.575

Heavy Vehicles Percentages

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	-	8.3	1.4
Arm B	15.4	-	2.4
Arm C	4.2	3.5	-

Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	1.3
Arm B	0.0	-	0.0
Arm C	0.9	0.0	-

Demand Set: AM with Development
Modelling Period: 07:45-09:15

From / To	Arm A	Arm B	Arm C
Arm A	-	8.3	1.4
Arm B	15.4	-	2.4
Arm C	4.2	3.5	-

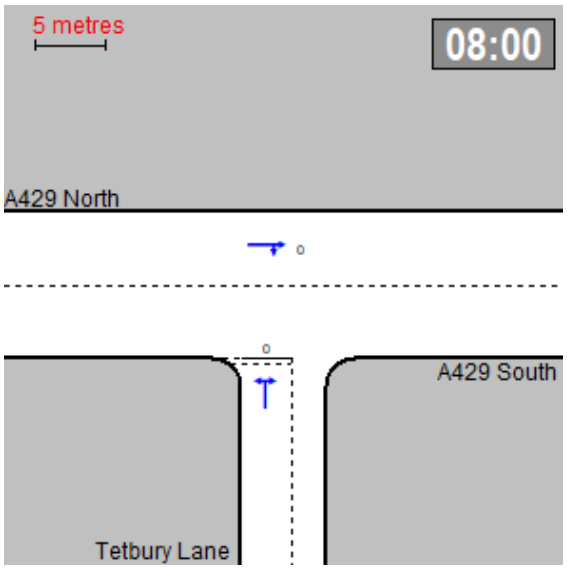
Demand Set: PM With Development
Modelling Period: 16:45-18:15

From / To	Arm A	Arm B	Arm C
Arm A	-	0.0	1.3
Arm B	0.0	-	0.0
Arm C	0.9	0.0	-

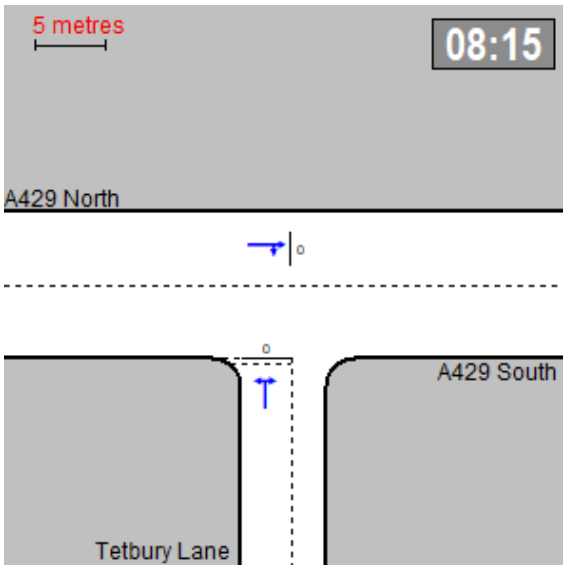
Queue Diagrams

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15
View Extent: 40m

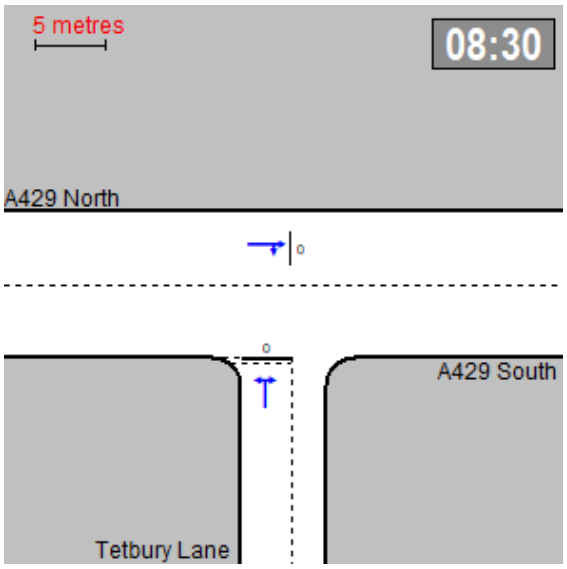
Queue Interval 1: 07:45-08:00



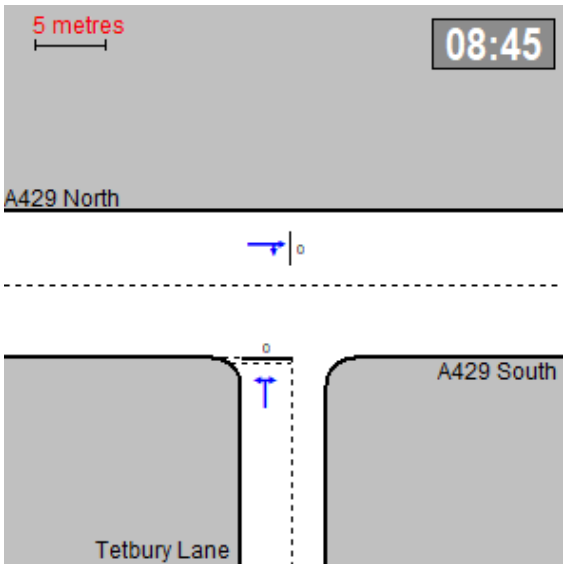
Queue Interval 2: 08:00-08:15



Queue Interval 3: 08:15-08:30

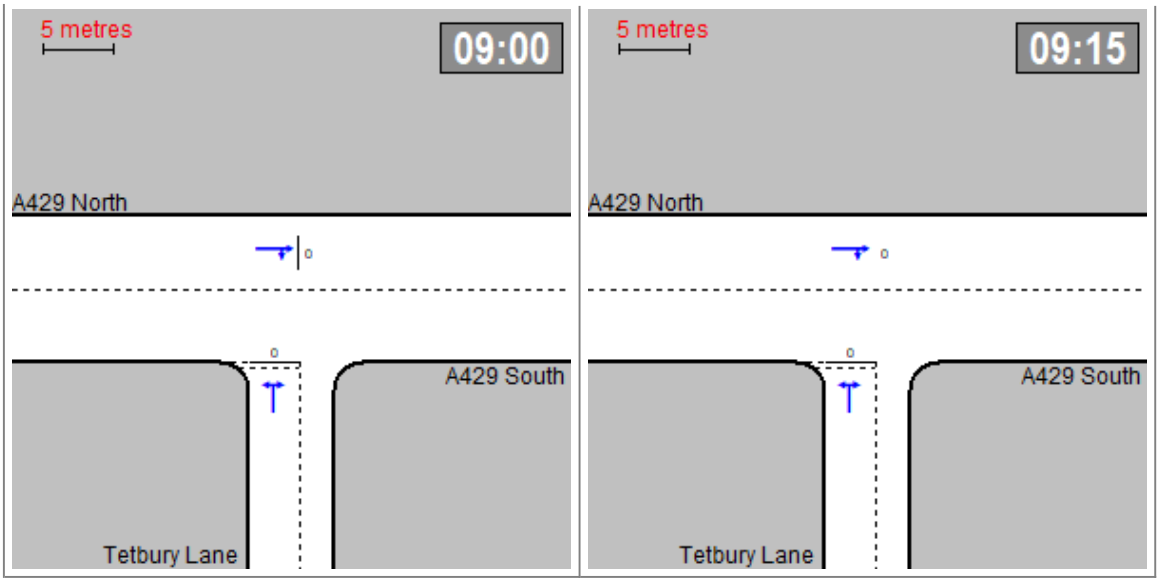


Queue Interval 4: 08:30-08:45



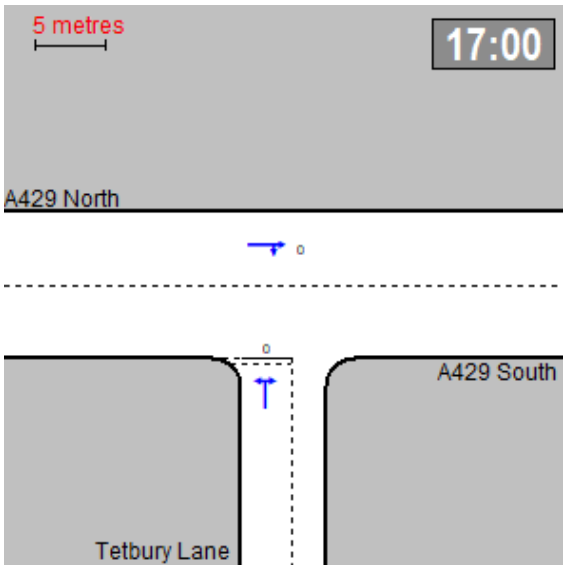
Queue Interval 5: 08:45-09:00

Queue Interval 6: 09:00-09:15

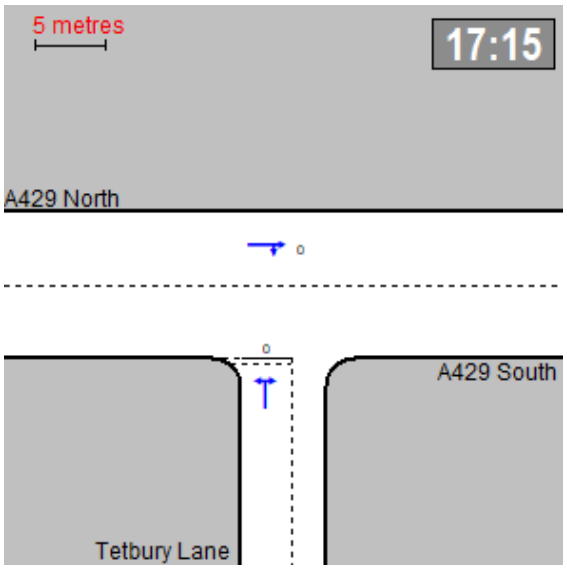

5 metres
09:00
A429 North
A429 South
Tetbury Lane
5 metres
09:15
A429 North
A429 South
Tetbury Lane

Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15
View Extent: 40m

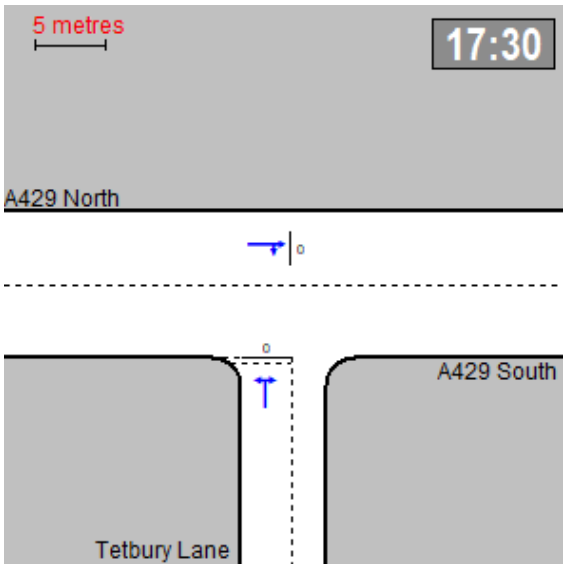
Queue Interval 1: 16:45-17:00



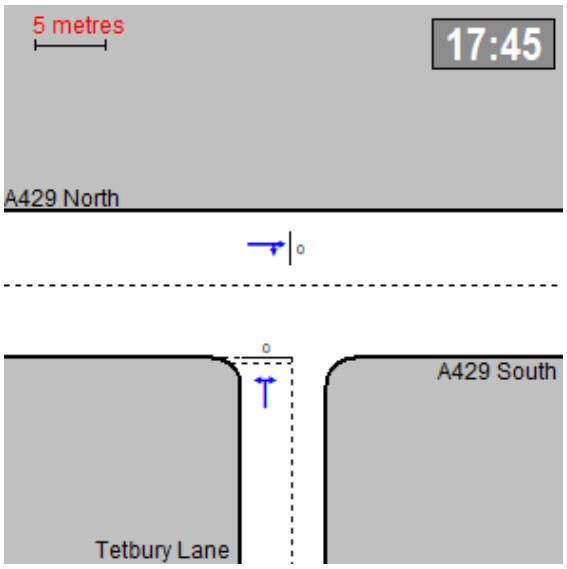
Queue Interval 2: 17:00-17:15



Queue Interval 3: 17:15-17:30

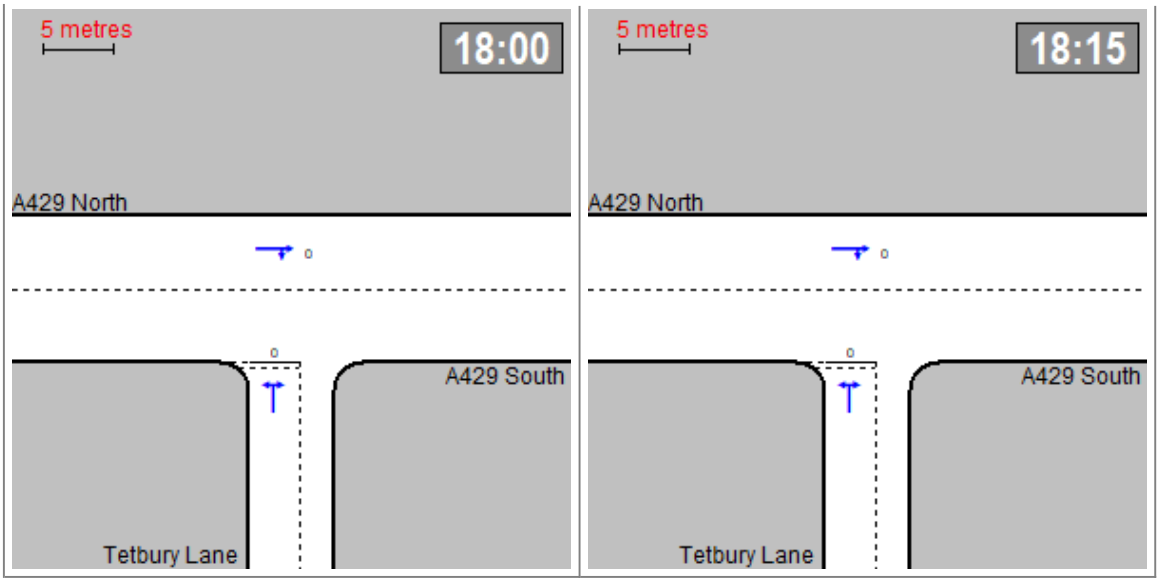


Queue Interval 4: 17:30-17:45



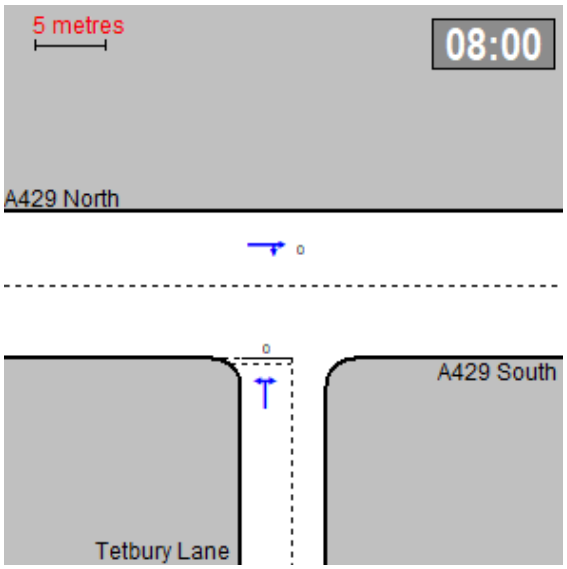
Queue Interval 5: 17:45-18:00

Queue Interval 6: 18:00-18:15

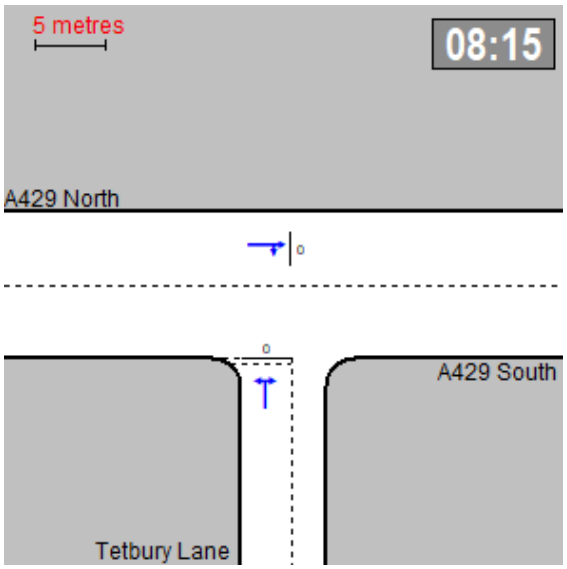

5 metres
18:00
A429 North
A429 South
Tetbury Lane
5 metres
18:15
A429 North
A429 South
Tetbury Lane

Demand Set: AM with Development
Modelling Period: 07:45-09:15
View Extent: 40m

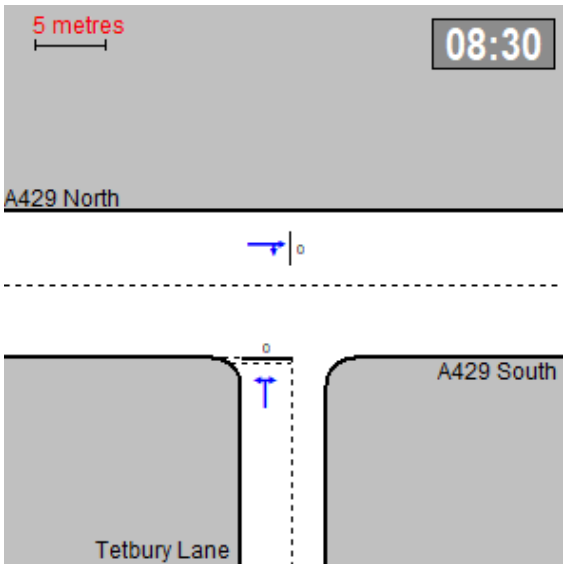
Queue Interval 1: 07:45-08:00



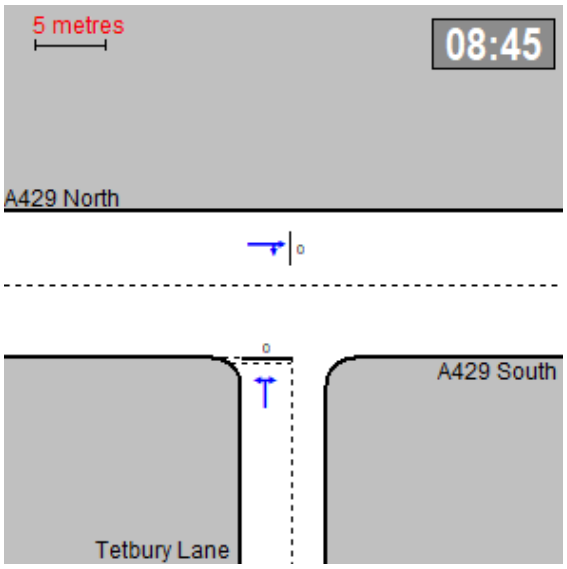
Queue Interval 2: 08:00-08:15



Queue Interval 3: 08:15-08:30

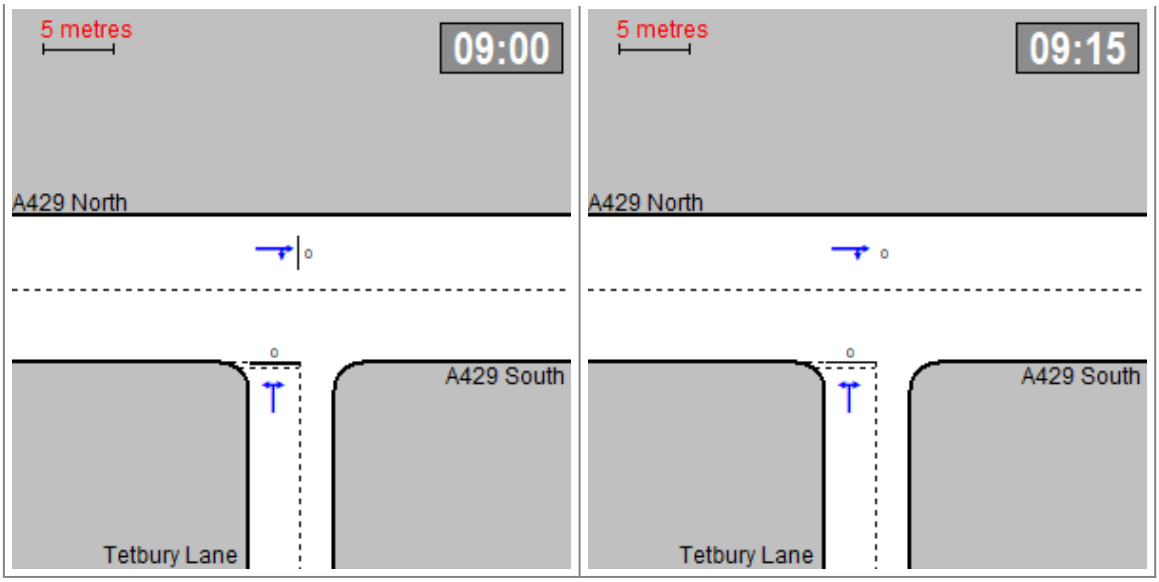


Queue Interval 4: 08:30-08:45



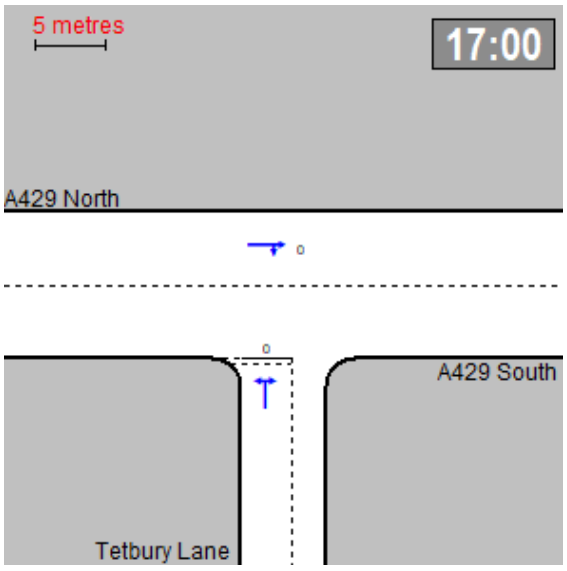
Queue Interval 5: 08:45-09:00

Queue Interval 6: 09:00-09:15

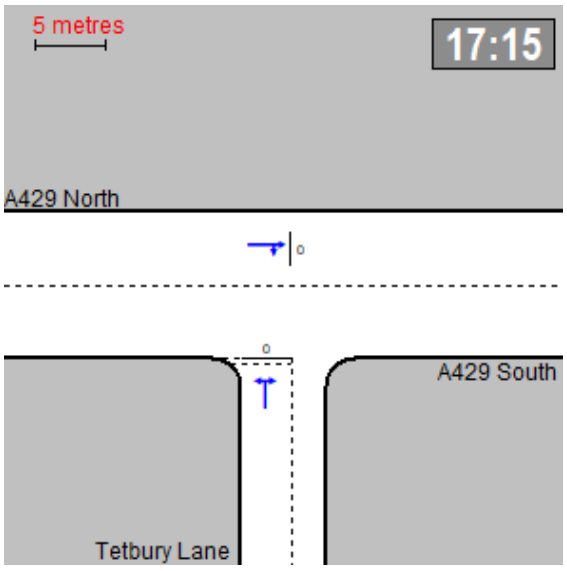

5 metres
09:00
A429 North
A429 South
Tetbury Lane
5 metres
09:15
A429 North
A429 South
Tetbury Lane

Demand Set: PM With Development
Modelling Period: 16:45-18:15
View Extent: 40m

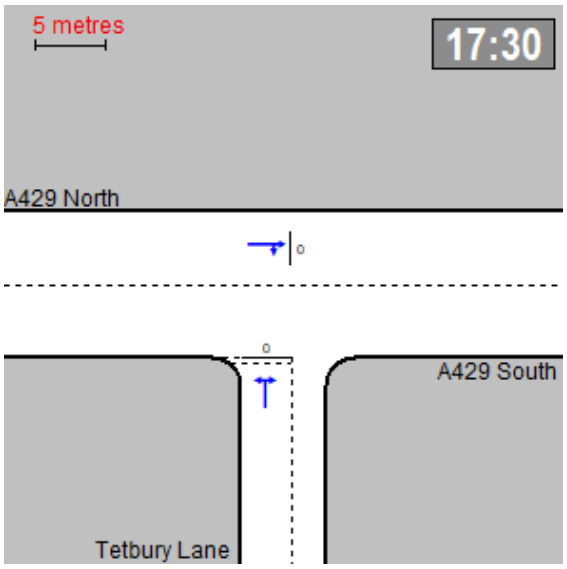
Queue Interval 1: 16:45-17:00



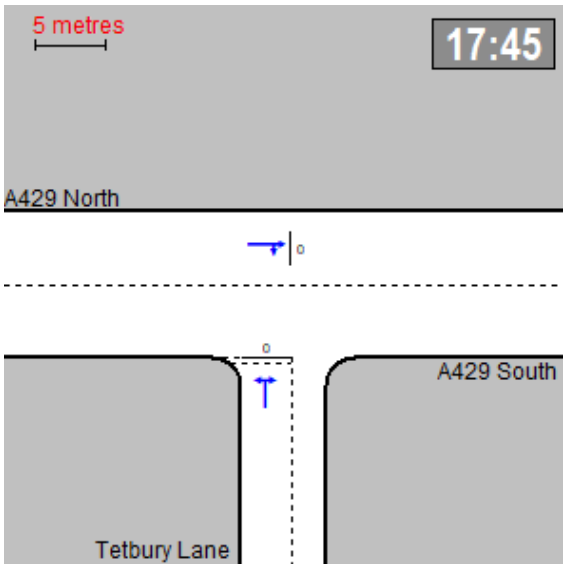
Queue Interval 2: 17:00-17:15



Queue Interval 3: 17:15-17:30

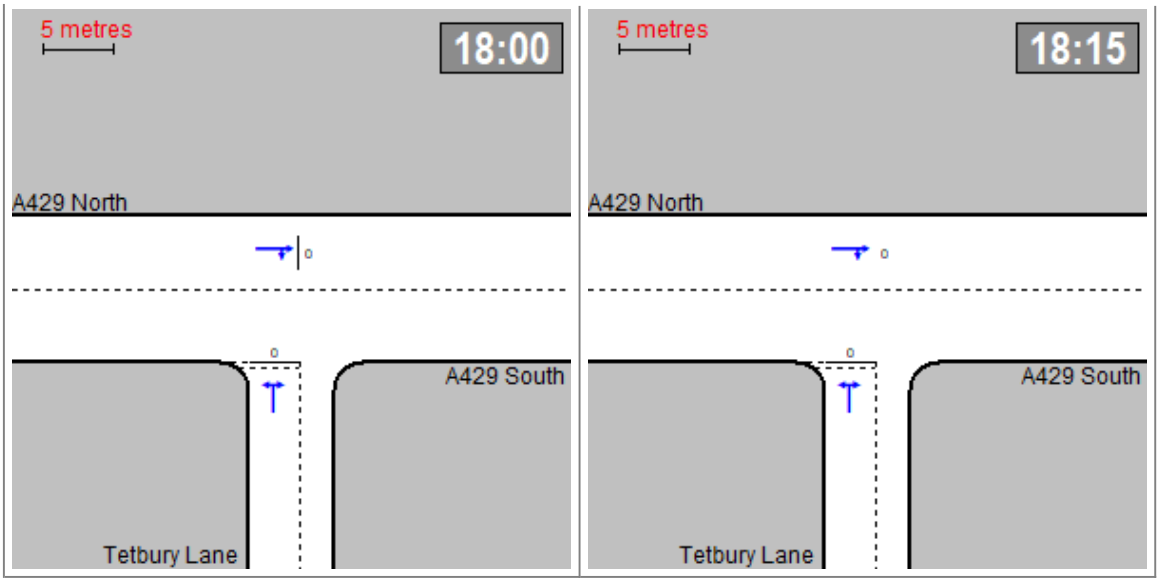


Queue Interval 4: 17:30-17:45



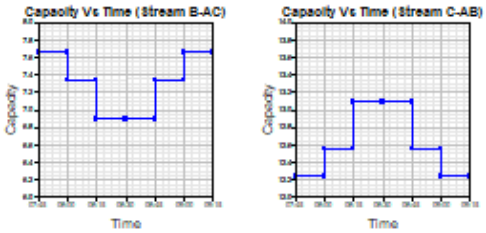
Queue Interval 5: 17:45-18:00

Queue Interval 6: 18:00-18:15

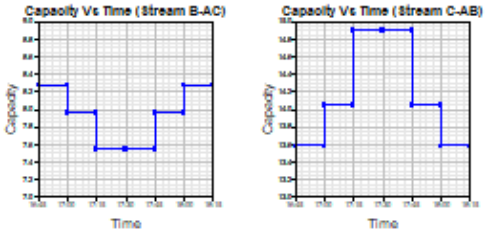

5 metres
18:00
A429 North
A429 South
Tetbury Lane
5 metres
18:15
A429 North
A429 South
Tetbury Lane

Capacity Graph

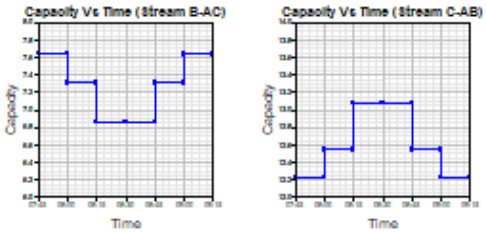
Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15



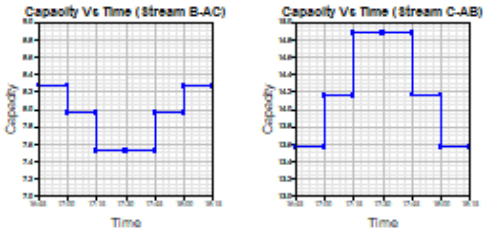
Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM with Development
Modelling Period: 07:45-09:15

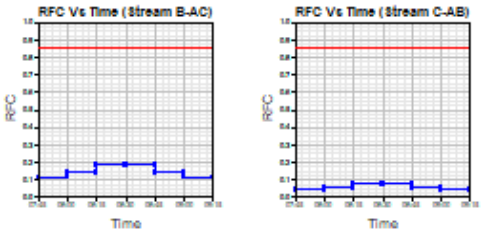


Demand Set: PM With Development
Modelling Period: 16:45-18:15

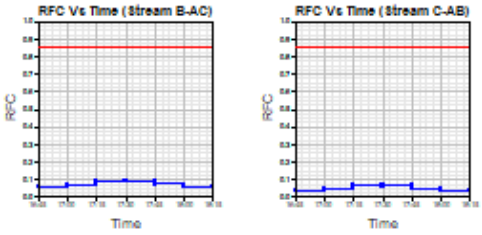


RFC Graph

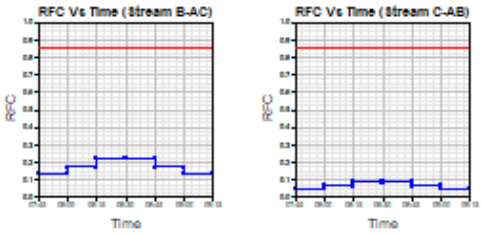
Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15



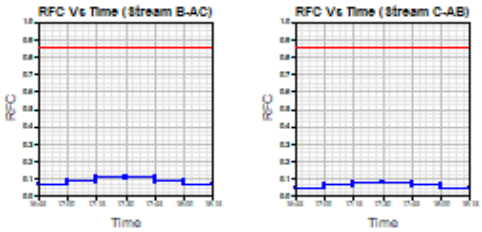
Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM with Development
Modelling Period: 07:45-09:15

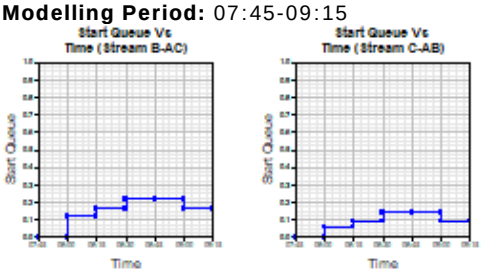


Demand Set: PM With Development
Modelling Period: 16:45-18:15

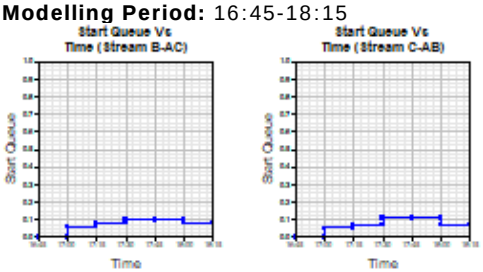


Start Queue Graph

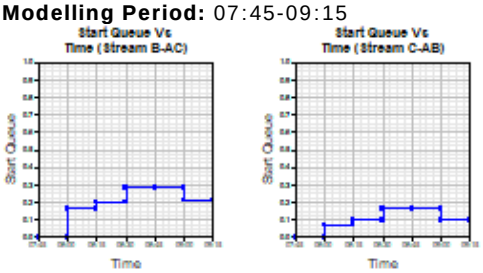
Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15



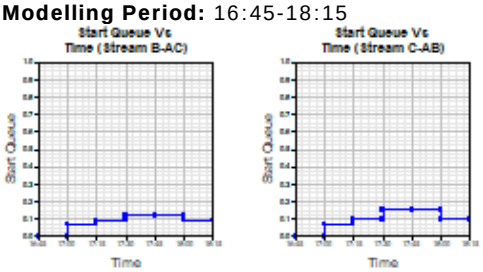
Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM with Development
Modelling Period: 07:45-09:15

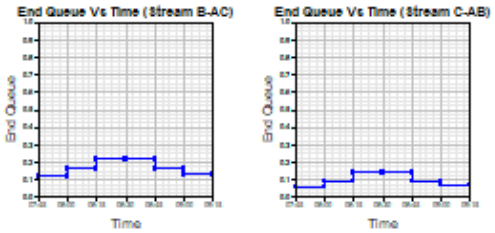


Demand Set: PM With Development
Modelling Period: 16:45-18:15

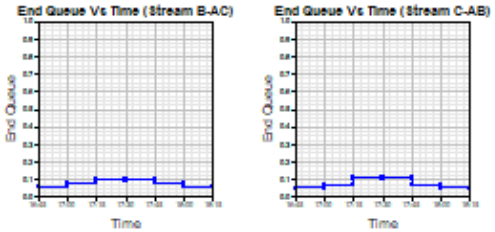


End Queue Graph

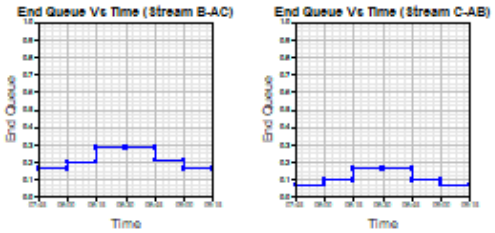
Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15



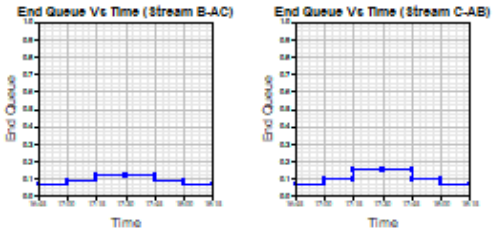
Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM with Development
Modelling Period: 07:45-09:15

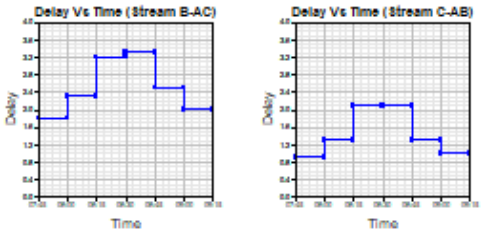


Demand Set: PM With Development
Modelling Period: 16:45-18:15

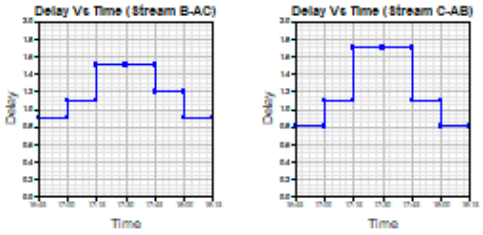


Delay Graph

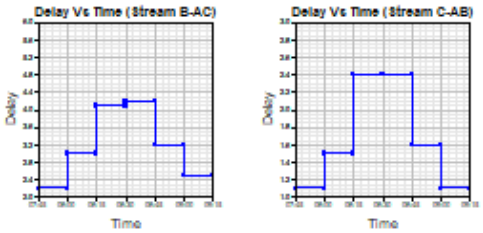
Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15



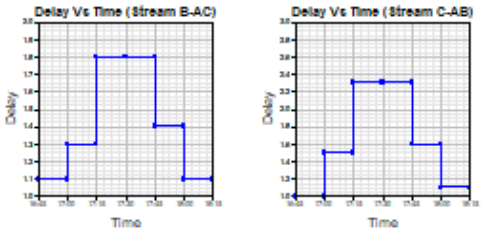
Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15



Demand Set: AM with Development
Modelling Period: 07:45-09:15



Demand Set: PM With Development
Modelling Period: 16:45-18:15



Queues & Delays

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.85	7.66	0.111	-	0.00	0.12	-	1.8	0.15
	C-AB	0.54	12.24	0.044	-	0.00	0.06	-	0.9	0.09
	C-A	4.05	-	-	-	-	-	-	-	-
	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	5.43	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	1.02	7.34	0.139	-	0.12	0.16	-	2.3	0.16
	C-AB	0.70	12.55	0.056	-	0.06	0.09	-	1.3	0.08
	C-A	4.79	-	-	-	-	-	-	-	-
	A-B	0.36	-	-	-	-	-	-	-	-
	A-C	6.49	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	1.25	6.89	0.181	-	0.16	0.22	-	3.2	0.18
	C-AB	1.00	13.09	0.076	-	0.09	0.14	-	2.1	0.08
	C-A	5.72	-	-	-	-	-	-	-	-
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	7.95	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	1.25	6.89	0.181	-	0.22	0.22	-	3.3	0.18
	C-AB	1.00	13.09	0.076	-	0.14	0.14	-	2.1	0.08
	C-A	5.72	-	-	-	-	-	-	-	-
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	7.95	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	1.02	7.34	0.139	-	0.22	0.16	-	2.5	0.16
	C-AB	0.70	12.55	0.056	-	0.14	0.09	-	1.3	0.08
	C-A	4.78	-	-	-	-	-	-	-	-
	A-B	0.36	-	-	-	-	-	-	-	-
	A-C	6.49	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	0.85	7.66	0.111	-	0.16	0.13	-	2.0	0.15
	C-AB	0.54	12.24	0.044	-	0.09	0.07	-	1.0	0.09
	C-A	4.05	-	-	-	-	-	-	-	-
	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	5.43	-	-	-	-	-	-	-	-

Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.48	8.27	0.058	-	0.00	0.06	-	0.9	0.13
	C-AB	0.52	13.58	0.038	-	0.00	0.05	-	0.8	0.08
	C-A	5.22	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	4.00	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.57	7.96	0.071	-	0.06	0.08	-	1.1	0.14
	C-AB	0.67	14.05	0.048	-	0.05	0.07	-	1.1	0.07
	C-A	6.17	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.70	7.54	0.093	-	0.08	0.10	-	1.5	0.15
	C-AB	0.99	14.89	0.067	-	0.07	0.11	-	1.7	0.07
	C-A	7.40	-	-	-	-	-	-	-	-
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	5.85	-	-	-	-	-	-	-	-

		Demand	Capacity		Ped.	Start	End	Geometric Delay	Delay	Mean Arriving

Segment	Stream	(veh / min)	(veh / min)	RFC	Flow (ped / min)	Queue (veh)	Queue (veh)	(veh.min / segment)	(veh.min / segment)	Vehicle Delay (min)
17:30-17:45	B-AC	0.70	7.54	0.093	-	0.10	0.10	-	1.5	0.15
	C-AB	0.99	14.89	0.067	-	0.11	0.11	-	1.7	0.07
	C-A	7.39	-	-	-	-	-	-	-	-
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	5.85	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.57	7.96	0.072	-	0.10	0.08	-	1.2	0.14
	C-AB	0.68	14.05	0.048	-	0.11	0.07	-	1.1	0.07
	C-A	6.17	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.48	8.27	0.058	-	0.08	0.06	-	0.9	0.13
	C-AB	0.52	13.58	0.038	-	0.07	0.05	-	0.8	0.08
	C-A	5.21	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	4.00	-	-	-	-	-	-	-	-

Demand Set: AM with Development
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	1.04	7.64	0.136	-	0.00	0.16	-	2.2	0.15
	C-AB	0.60	12.23	0.049	-	0.00	0.07	-	1.1	0.09
	C-A	4.03	-	-	-	-	-	-	-	-
	A-B	0.34	-	-	-	-	-	-	-	-
	A-C	5.43	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	1.24	7.31	0.170	-	0.16	0.20	-	3.0	0.16
	C-AB	0.77	12.54	0.062	-	0.07	0.10	-	1.5	0.09
	C-A	4.76	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	6.49	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay

										(min)
08:15-08:30	B-AC	1.52	6.86	0.222	-	0.20	0.28	-	4.1	0.19
	C-AB	1.10	13.08	0.084	-	0.10	0.16	-	2.4	0.08
	C-A	5.67	-	-	-	-	-	-	-	-
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	7.95	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	1.52	6.86	0.222	-	0.28	0.28	-	4.2	0.19
	C-AB	1.10	13.08	0.084	-	0.16	0.16	-	2.4	0.08
	C-A	5.67	-	-	-	-	-	-	-	-
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	7.95	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	1.24	7.31	0.170	-	0.28	0.21	-	3.2	0.17
	C-AB	0.77	12.54	0.062	-	0.16	0.10	-	1.6	0.09
	C-A	4.76	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	6.49	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	1.04	7.63	0.136	-	0.21	0.16	-	2.5	0.15
	C-AB	0.60	12.23	0.049	-	0.10	0.07	-	1.1	0.09
	C-A	4.03	-	-	-	-	-	-	-	-
	A-B	0.34	-	-	-	-	-	-	-	-
	A-C	5.43	-	-	-	-	-	-	-	-

Demand Set: PM With Development
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.56	8.27	0.068	-	0.00	0.07	-	1.1	0.13
	C-AB	0.64	13.56	0.047	-	0.00	0.07	-	1.0	0.08
	C-A	5.17	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.00	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
	B-AC	0.67	7.96	0.085	-	0.07	0.09	-	1.3	0.14

17:00-17:15	C-AB	0.87	14.15	0.062	-	0.07	0.10	-	1.5	0.08
	C-A	6.07	-	-	-	-	-	-	-	-
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	4.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.83	7.52	0.110	-	0.09	0.12	-	1.8	0.15
	C-AB	1.22	14.87	0.082	-	0.10	0.15	-	2.3	0.07
	C-A	7.27	-	-	-	-	-	-	-	-
	A-B	0.75	-	-	-	-	-	-	-	-
	A-C	5.85	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.83	7.52	0.110	-	0.12	0.12	-	1.8	0.15
	C-AB	1.22	14.87	0.082	-	0.15	0.15	-	2.3	0.07
	C-A	7.27	-	-	-	-	-	-	-	-
	A-B	0.75	-	-	-	-	-	-	-	-
	A-C	5.85	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.67	7.96	0.085	-	0.12	0.09	-	1.4	0.14
	C-AB	0.87	14.16	0.062	-	0.15	0.10	-	1.6	0.08
	C-A	6.06	-	-	-	-	-	-	-	-
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	4.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.56	8.26	0.068	-	0.09	0.07	-	1.1	0.13
	C-AB	0.64	13.56	0.047	-	0.10	0.07	-	1.1	0.08
	C-A	5.17	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.00	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Tetbury Lane / A429.
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	93.6	62.4	15.0	0.2	15.0	0.2
C-AB	67.1	44.8	8.7	0.1	8.7	0.1
C-A	436.6	291.1	-	-	-	-
A-B	33.0	22.0	-	-	-	-
A-C	596.0	397.3	-	-	-	-
All	**1226.4**	**817.6**	**23.8**	**0.0**	**23.8**	**0.0**

Demand Set: Tetbury Lane / A429. Demand Set
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	52.3	34.9	7.1	0.1	7.1	0.1
C-AB	65.6	43.7	7.2	0.1	7.2	0.1
C-A	563.5	375.6	-	-	-	-
A-B	46.8	31.2	-	-	-	-
A-C	439.1	292.7	-	-	-	-
All	**1167.2**	**778.1**	**14.3**	**0.0**	**14.3**	**0.0**

Demand Set: AM with Development
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	114.2	76.2	19.2	0.2	19.2	0.2
C-AB	74.1	49.4	10.1	0.1	10.1	0.1
C-A	433.8	289.2	-	-	-	-
A-B	37.2	24.8	-	-	-	-
A-C	596.0	397.3	-	-	-	-
All	**1255.3**	**836.9**	**29.3**	**0.0**	**29.3**	**0.0**

Demand Set: PM With Development
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	61.9	41.3	8.6	0.1	8.6	0.1
C-AB	82.0	54.7	9.8	0.1	9.8	0.1
C-A	555.3	370.2	-	-	-	-
A-B	56.4	37.6	-	-	-	-
A-C	439.1	292.7	-	-	-	-
All	**1194.7**	**796.5**	**18.4**	**0.0**	**18.4**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

Document 7: Cotswold Airport Paper, Neighbourhood Plan Working Group, June 2024

Policy CA1: Cotswold Airport

1.1 The boundary of the Cotswold Airport falls within three Parish's: Crudwell, Kemble & Ewen and Cotswold district. It is located off the A429 within 2.4 miles of Crudwell and 1.6 miles from Chelworth.

1.2 Cotswold Airport is the largest private airport in the UK and has the longest private runway which allows it to service even the largest of aircraft (private or commercial). It is also home to growing business and General Aviation (GA) communities.

Cotswold Airport (Source: http://www.cotswoldairport.com/gallery/general)

1.4 Due to its distance from Crudwell Village, the airport has limited impact, but the Kemble & Ewan NP reports that some employment uses have undesirable and harmful impacts particularly in terms of lighting and visual amenity.

1.5 The Kemble & Ewen Neighbourhood Plan and Cotswold District Council Local Plan (Inset 19) have aligned their Policies for the Airport. Both support its continued use for employment and allows changes of use and new development if they are compatible with the use of the land as an airport. The Kemble & Ewen Plan policy goes further to ensure that the local environment and amenity is protected.

1.6 The Crudwell NP cannot, and does not seek to, address the control of aviation activity but the Parish Council will seek through continued and constructive cooperation with Cotswold Airport to minimise the impacts of aviation and other aspects of the airport site use on the Crudwell.

1.7 Policy CA1 proposes to meet the outputs from the Neighbourhood Plan Review Questionnaire and align with the Kemble and Ewan NP and the Cotswold Local Plan for the Cotswold Airport. Any change of use and new development should be managed and controlled to prevent any negative impacts occurring and, where possible, to mitigate or remove existing impacts. Potential impacts are to be assessed as part of the development management process and where identified, mitigated in such a way to reduce to a minimum impact on residential amenity and the local environment. In the absence of effective mitigation, planning permission will be refused.

Policy CA1: Cotswold Airport

Changes of use of existing buildings and any new development within the areas at Cotswold Airport will be supported provided they are for employment related uses and are compatible with the use of the land as an airport and provided that the impact on the residential amenity and local environment is met when assessed against the following:

a. Impact on the local community and others, including by way of noise, visual amenity, traffic generation, odours, and air pollution; and

b. Impact on designated natural and built environment assets, the AONB and the local landscape.

To reduce traffic impacts and support sustainable development, all development proposals which are likely to have significant transport implications should be supported by a travel plan to seek, as far as possible, that movements by private car are reduced.

Where negative impacts are identified after assessing proposals in relation to Policy CA1 these should be mitigated where possible. Where significant negative impacts cannot be satisfactorily mitigated, planning permission should be refused.

Helena Lovell

24 June 2024

Document 8: Kemble Business Park Paper, Neighbourhood Plan Working Group, December 2025

Policy XX: Kemble Business Park

Responses from the Crudwell Neighbourhood review questionnaire 2023 supported having small local businesses in Crudwell and larger businesses in the Kemble Business Park. The Business Park is situated on the A429, two miles north of Crudwell and 1 mile southeast of Chelworth. It has several medium to large businesses that provide local employment opportunities to those living in the area.

The Wiltshire Core Strategy does not list the Kemble Business Park as a principal employment area, so it is not protected by Core Policy 35 – 'Existing Employment Sites'. This means that the Business Park is not protected against proposals for a change of use or for the redevelopment of its premises or sites for non-employment use. Without this protection, the Kemble Business Park is susceptible to redevelopment for non-employment use.

Therefore, this policy is required to at least ensure that Crudwell Parish has a chance of keeping existing business units/sites in Kemble Business Park and, wherever possible, encourage the establishment of new businesses to the site.

Policy XX: Kemble Business Park

Proposals that maintain and, where possible, enhance the provision of employment in the Kemble Business Park will be supported.

Proposals for change of use or redevelopment of the Kemble Business Park which would result in the loss of employment use, will only be supported if they demonstrate the following:

a. The premises or site is no longer required for employment use in terms of need or demand, by the premises or site having been marketed for a period of not less than one year for employment use and no occupier has been found. Full details relating to the marketing must accompany any proposal.

b. That the alternative use proposed will be a positive contribution to the sustainability of Crudwell.

Helena Lovell
29 December 2025

Document 9: Community Hub and Local Business Needs Paper, Neighbourhood Plan Working Group, December 2025

A Community Hub and Review of Local Business Needs

Community Hub

1. During 2021 consultation on the 'Made Crudwell Neighbourhood Plan', the proposal to build a community hub with facilities for a shop and café was favourably supported.

    a. An area of Glebelands near the centre of the village and adjacent to Crudwell School was identified for consideration as a site. The land is open grassland by the Swillbrook river with some higher ground and access directly to the A429. Part of the field is currently leased to a local resident and used for grazing sheep.

    b. The Land Agent of the field owners (Diocese of Bristol) indicated that they would lease this area of land to the community at a reasonable cost. Note: this land had previously been offered to the village, but it was declined by the then Parish Council due to concerns over adopting the riparian rights of the Swillbrook.

    c. A feasibility study with draft plans for a community hub with parking facilities which could be used for school drop off/pick up to alleviate congestion during term times was started but the Covid pandemic intervened and the project was not taken further.

2. The 2023 Neighbourhood Plan Review revealed that community preferences have moved away from establishing a Community Hub. Instead, there is now stronger support for developing local businesses and enhancing village facilities.
3. The Murcott Farm Shop opened on the site of the former Crudwell Garage in June 2025 so there is no longer a need to include facilities for a shop and café in this Neighbourhood Plan.

Local Business Needs.

4. The 2023 Crudwell Neighbourhood review questionnaire indicated strong community support for local businesses. There was a clear preference for smaller businesses to be situated within the village itself, ideally making use of brownfield sites and redundant farm buildings. In contrast, larger businesses were preferred in established business parks, such as Chedglow and Eastcourt, with the largest enterprises being located at the Kemble Business Park.

5. The committee consulted with current local business and the owners of Kemble Business Park to ask if they had any plans to expand or diversify their businesses in the next 5-10 years. Owners of the hospitality venues below all replied that they had no current plans to expand or diversify.

    a. Pettifers Freehouse Hotel, Crudwell, SN16 9EW.
    b. The Potting Shed Pub, The Street, Crudwell, SN16 9EW.
    c. The Rectory Hotel, Crudwell, SN16 9EP.
    d. The Wheatsheaf Pub and Post Office, Kingsgate House, The Street, Crudwell, SN16 9ET.

6. The committee were unable to reach the owners of Kemble Business Park. Consequently, an email was sent notifying them of the intention to include a Regulation 14 policy to safeguard the site from non-employment-related development or uses incompatible with its function as a business park.

Pop-Up Businesses

7. Several local businesses, including Kneads Bakery and Pizzeria Italiana, currently operate ‘pop-up’ shops in the parking area at the Village Hall on Friday nights and weekends. These events have proven popular with residents, attracting regular community participation. However, the site’s peripheral location and inconsistent pavement access along Tetbury Lane create accessibility challenges for pedestrians, especially for children, older residents, and individuals with limited mobility.

8. A local business proposed a ‘pop up’ café on the Village Green adjacent to the school but, despite the Council’s support, residents opposed the application out of concern that increased traffic and parking would worsen the existing congestion around the school.

9. The Planning Committee identified a more suitable site for pop-up businesses on the Glebelands previously offered for lease by the Diocese of Bristol; however, this offer has now been withdrawn.

10. While a more suitable site for pop-up businesses has yet to be found, the Village Hall will continue to provide opportunities for local enterprises to connect with the community, and the Murcott Farm Shop will showcase local produce whenever possible.

Helena Lovell
29 December 2025

Document 10: Local Green Spaces Paper, Neighbourhood Plan Working Group, August 2024

Local Green Spaces for Crudwell?

The NHP provides the opportunity to identify Local Green Spaces which are important to the community on grounds of their character, provision of space, support for wildlife and opportunity for recreation.

When an area is designated, it gains protection equivalent to Green Belt protection. This is strict enough for the NPPF to advise that "the Local Green Space designation will not be appropriate for most green areas or open space."

Based on the criteria specified by the NPPF, I have assessed the 12 locations in the consultation, largely based on my own knowledge, to see if any should be considered for LGS designation. I have used two other NHP's as models for this assessment (Hunsdon and Kemble & Ewan).

In the consultation, respondents were asked to rate the importance of twelve open spaces around the village. Not surprisingly perhaps, all the sites were rated very important by a high proportion of respondents but the top five were -

Village Hall playing fields.

Village green.

School field.

Church yard.

Post Office green.

According to the NPPF -

"The designation should only be used:
• where the green space is in reasonably close proximity to the community it serves.
• where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
• where the green area concerned is local in character and is not an extensive tract of land."

Based on these criteria I have constructed the table in Appendix A.
Considering the results in the table, I have determined that only two spaces may be appropriate for designation. Other spaces are of higher value to the community but because of either the nature of the ownership (community or diocese) or the need for the community to retain some flexibility in the future, I felt it unnecessary to propose designation as LGS.

1. **Appropriate for LGS designation**

No.	Description	Justification for Designation
6	Allotments	Community allotments not owned by the parish.
8	Field behind the Dawneys.	Centrally located, privately owned pasture crossed by popular RoW's.

2. **Not proposed for LGS designation**

No.	Description	Reason for not being designated
1	Post Office Green	Green recreational space owned by the PC.
2	Village Green	Green wooded space owned by the PC.
3	Church Yard	Adequate statutory protection
4	Memorial Green	Small grassed area owned by the PC.
5	Village Hall Playing Fields	Owned by the community but potentially requiring flexibility in the future?
7	School Field	Owned by the diocese but potentially requiring flexibility in the future?
9	Fields Next to Coach House	Less central pasture crossed by RoW.
10	Field behind Potting Shed	Less central pasture with no public access.
11	Potting Shed Garden	Recreational value but within the context of a commercial enterprise.
12	Glebe land	Owned by the diocese but potentially requiring flexibility in the future?

Discussion

As mentioned above, I have assumed that community ownership provides sufficient protection from unwanted development. It might also be an advantage for the community or diocese to retain the flexibility for some limited flexibility to develop a site in the future (structures on the playing fields, hub on the glebe land?).

Within the Wiltshire Core Strategy, Core Policy 52 (Green infrastructure) does not appear to exclude development on green spaces such as allotments, rather that developers “shall make provision for the retention and enhancement of Wiltshire’s green infrastructure network and shall ensure that suitable links to the network are provided and maintained”. This can mean providing an alternative where retaining the space is not feasible.

Recommendation

As outlined above, only two spaces were deemed potentially suitable for LGS status.

Considering the existing protection for the more valued spaces, the work potentially involved in applying for LGS status for these two less valued sites and importantly, the likelihood of resistance from landowners, it is recommended that the council does not pursue LGS designations for any of the spaces within the parish.

Steve Butcher, Crudwell Neighbourhood Plan Steering Committee

12th August 2024

	NPPF Criteria							General information			
		Special to the Community									
	Proximity to the Community	Beauty (character / form etc.)	Historic significance	Recreational value	Tranquility	Wildlife	Not extensive	Potential for development	Description	Protection (Wiltshire policy / RoW)	Ownership
Post office green	Y	Y	Y	Y	N	N	Y	N	Green, recreational space in the heart of the village. Adjacent to the Swillbrook. 0.17ha.	Core Policy 52	Parish Council
Village green	Y	Y	Y	Y	N	N	Y	N	Green wooded space adjacent to listed buildings. 0.16ha.	Core Policy 52	Parish Council
Church yard/green	Y	Y	Y	Y	Y	Y	Y	N	0.48ha.	Core Policy 49	Diocese
Memorial green	Y	N	N	Y	N	N	Y	N	Small grassed area with planting, opposite Post Office Green.	N	Parish Council
Village hall playing fields	Y	N	N	Y	Y	N	Y	N	Large recreational space with play area and tennis courts. 1.76ha.	Core Policy 49	Village Hall Trust
Allotments	Y	N	N	Y	Y	Y	Y	Y	Well utilised allottment area. 0.17ha.	Core Policy 52	Private (ZB)
School field	Y	N	N	Y	N	N	Y	Y	Large grassed space used for activities by the school. 0.54ha.	Core Policy 49	Diocese
Field behind the Dawneys	Y	N	N	Y	Y	N	Y	Y	Agricultural field crossed by public right of way. I.49ha.	N	Private (SB)
Fields next to The Coach House	Y	Y	N	Y	Y	N	Y	Y	Agricultural field crossed by public right of way. 1.27ha.	N	Private (??)
Field behind the Potting Shed	Y	N	N	?	Y	N	Y	Y	Agricultural field. 1.62 ha.	N	Private (??)
Potting Shed garden	Y	Y	N	Y	N	N	Y	Y	Outdoor space on commercial property.	Core Policy 49	Private
Glebeland	Y	Y	?	Y	Y	Y	Y	Y	Agricultural field crossed by public right of way. 2.82ha.	N	Diocese

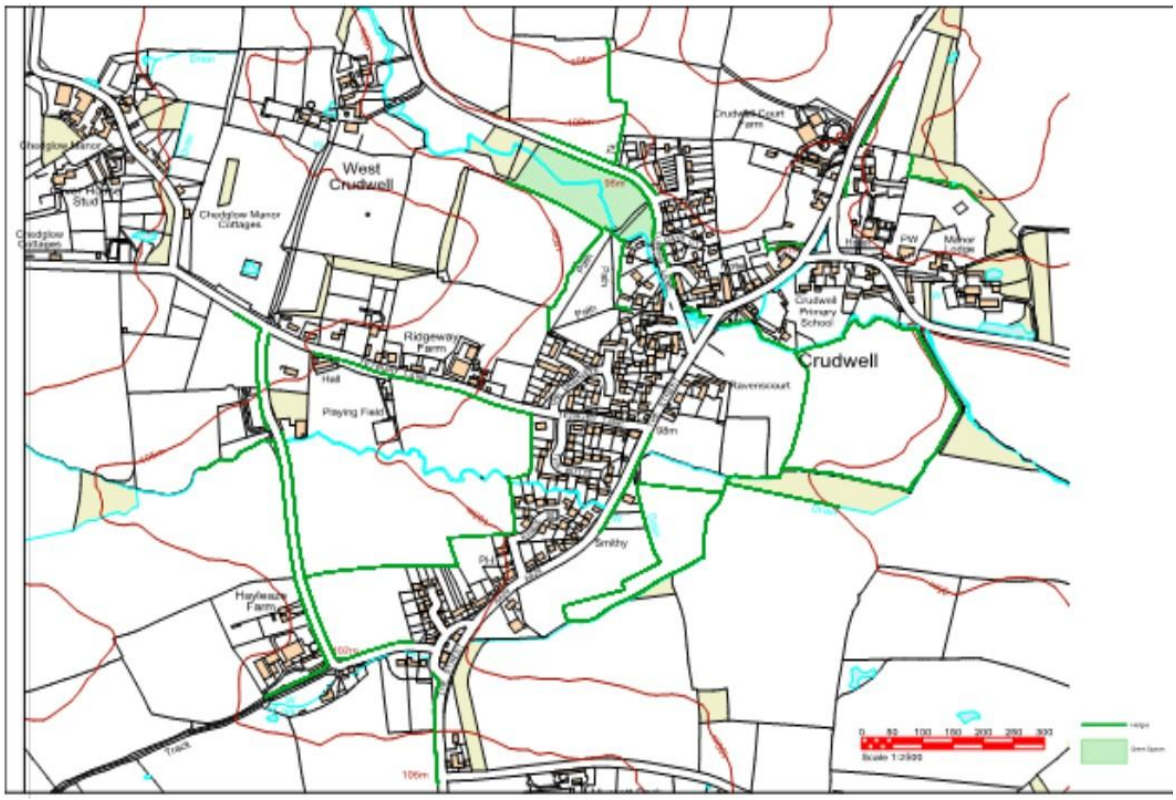
Document 11: Green Network Paper, Neighbourhood Plan Working Group, August 2024

Thoughts on a Green Network in Crudwell

The concept of a Green Network consists of a network of green spaces and green (or blue) corridors that provide links to support migration of both flora and fauna.

These are often promoted within urban areas, or on the fringes of urban areas, and consist of thin strips of land linking fragmented sites of biodiversity. They can include areas of natural vegetation such as embankments, riverbanks and verges but can also include private gardens.

Claire and Sian surveyed the village in 2023 and plotted the hedgerows on the following map.



My thoughts on this are that, given the existing network of hedges and, when viewing the aerial view of the village, the extensive network of streams, verges and private gardens, no specific policies are needed for developing a green network. The A429 presents probably the most significant barrier to continuity of vegetation but that aside, large grassed areas and the hedgerows extend well into the perimeter of the village.

The protection afforded to hedgerows, trees within the conservation area, and the potential for protecting local green spaces, suggests that the existing green network is not in significant danger of imminent erosion.

The protection of hedgerows is limited to those meeting certain criteria and excluding those in private gardens but should include the majority of those marked above. i.e. more than 30 years old and marking long standing boundaries.

There may well be scope for initiatives in maintaining verges and hedgerows and for introducing areas of wildflower planting on verges and green spaces. The introduction of wildflower planting was often mentioned in the consultation responses. Planting on the banks of water courses is suggested as a worthwhile contribution to both flora and fauna but would have to be weighed against any additional risk of flooding.

Stephen Butcher

Crudwell Parish Council

12th August 2024

Document 12: Emails from Wessex Water re flooding, January and June 2018

Email from Martin Tidman, Wessex Water, dated 25th January 2018

On 25 Jan 2018, at 15:36, Martin Tidman wrote:

Dear Sian and Mike,

The foul sewer network in Crudwell drains by gravity to Ridgeway pumping station in the centre of the village. Here is a brief summary of the points discussed this morning:

- Going back to 2007, there has been a history of flooding in the village, with a combination of fluvial flooding, overland flows, highway flooding and foul sewer flooding.
- Crudwell Parish Council engaged with the North Wiltshire Flood Group and over the years there have been several improvements made to the drainage systems to reduce the risk of flooding in the village. Danny Everett of Wiltshire Council has been instrumental in instigating a lot of these improvements along with the Environment Agency, Wessex Water, the Parish Council and local landowners.
- In 2011, Wessex Water completed a full drainage investigation of the foul sewer network in Crudwell and produced a verified computer model of the system. The final report identified a strategic solution to the sewer problems which centred around construction of a new storage tank and pumped overflow to the river adjacent to the existing pumping station. This scheme was not progressed because of the high cost but also the difficulty in obtaining approval for new overflows to the river network.
- Crudwell is one of a daisy chain of pumping stations which connect to Charlton and ultimately Malmesbury Treatment Works. Increasing the pumping rate at Crudwell would simply move the problem down to Hankerton.
- The foul sewer suffers from groundwater ingress during prolonged periods of wet weather when the groundwater table is high. During periods of river flooding and overland and highway flooding, surface water also enters our system through manhole covers and house gullies.
- Foul drainage from properties is very small compared to any surface water and groundwater flows, and across our region, new properties are required to provide separate systems of drainage so the roofs and paved areas drain to surface water drainage systems.
- In recent years, Wessex Water have looked to address the problem at source by reducing the amount of surface water and groundwater entering the foul sewer.
- In 2016, we completed a major scheme to remove a large amount of roof and paved area at the School from the foul sewer network. The scheme included construction of an attenuation pond to reduce the impact of run-off into the Swill Brook. In the past, the school has flooded as a result of overland flows from the highways, and the scheme allows for this floodwater to be diverted into the Swill Brook. The scheme reduces the amount of flow arriving at Ridgeway pumping station and therefore reduces the level of surcharging in the foul drainage system.
- We are currently carrying out extensive CCTV surveys to identify infiltration into the foul sewer network. Any sewers or manholes found to be leaking will be included in our sewer sealing programme to reduce surcharging in our system.

Regards,

Martin Tidman
Principal Engineer
Sewerage Planning Team
Wessex Water

Email from David Martin, Wessex Water, dated 22nd June 2018

From: David Martin
Subject: RE: Crudwell Drainage
Date: 22 June 2018 at 17:48:26 BST
To: Sian Burke-Murphy, Gillian Sanders
Cc: Martin Tidman

Dear Sian,
Thank you for your email. I have copied Gillian, who is probably best placed to reply. However, I know she is also on leave, so I can comment as follows.

The foul only flows (ie flow flushed from toilets, sinks etc) from 25 properties are very small and the existing sewers will cope in normal conditions. During heavy rainfall, flooding can occur, but the foul only flow from these new developments are insignificant compared to existing flows in the sewers.

The surface water flows (ie rainfall runoff from roofs) from new developments site should not be discharged into the foul sewers. The surface water flows are normally attenuated on the development site, to a rate to replicate the natural runoff rates, before being discharged into a local watercourse or soakaway to ground.

Martin mentioned our scheme that disconnected the school roof and the potential removal of infiltration from the existing system. The disconnection of the school roof easily offsets the flows from hundreds (probably thousands) of new foul only connections from houses.

Hope this helps
Best regards
David

Document 13: Community use of the Glebelands adjacent to Crudwell primary school for additional parking and safe access to the school: a discussion document, Neighbourhood Plan Working Group, January 2025

Community use of the Glebelands adjacent to Crudwell primary school for additional parking and safe access to the school, a discussion document.

1. Background

A great deal of concern re traffic congestion and safety was expressed in consultation for the new Neighbourhood Plan Review; particularly with regard to school drop off and pick up times. The School Headteacher and Governors in response to consultation formally requested that the Neighbourhood Plan should address these problems by seeking to make provision for parking in the unused part of the Glebelands. This field was offered to the Parish in the past by the Landowners, The Diocese of Bristol.

2. Stakeholders

Stakeholders for the scheme are Crudwell Parish Council, Crudwell C of E Primary School Governors and Headteacher, Crudwell Church PCC and Rector and residents who live next to the school. This group acts as the advisory panel for the proposed scheme. A working group includes Cllr. R Hamilton-Lambley; Chair of Crudwell PC and Neighbourhood Plan Steering Group, Cllrs S Butcher and T Kaner, also S Miles; Crudwell PC retained Planning Consultant.

3. The Proposal

An initial provision of 20 parking spaces is currently being considered in the unused part of the field by using grass protection mesh (eg Grasscrete) which would be permeable and retain the field view.

This facility could also allow a safe access to the rear of the school through the existing public footpath (CRUD7) to a neighbouring field with the provision of a new footbridge over the Swillbrook via a new secure gate into the school grounds.
Subject to a detailed plan it is proposed that the site would be secured by new lockable gates to be open at specific school drop off and pick up times with coded entry at all other times. It is intended that the field is reserved for school use and not the general public. A separate accessible gate would be provided for pedestrian users of the footpath. Planning should also ensure that access to the other part of the field which is leased for livestock grazing is maintained.

4. Constraints

A major risk and constraint to the scheme is safe access to and from the adjacent A429 main trunk road which is located contiguously to the field with a lay by and bus stop. While the existing field gate entrance could be modified and improved for vehicular entry to the field for parking, survey has indicated that the visibility splay may not be adequate here for exiting the field. In any event a separate entry and exit point is desirable. A new exit route further south may be needed to comply with highway safety requirements of a visibility splay of 45m. Confirmation that the unused part of the field could be leased and deployed for this purpose is required from the landowners; The Diocese of Bristol. Discussions re this proposal with representatives of the Diocese are now taking place.

5. An Initial Traffic Speed Analysis

In order to establish the likelihood of the highway access being feasible we have made preliminary enquiries with Wiltshire Highways Officer who has indicated that the scheme could be supported subject to a full traffic survey. In order to gain an initial view of success without undue nugatory expenditure the PC owned Speed Indicator Device (SID) was moved to a point opposite the Glebelands, and daily data readings taken over a two-week period. The result of this initial data would appear to be favourable and gives an average speed at the required 85th percentile of 32 mph. There is a speed limit of 30mph on the A429 through the village with a 20mph limit adjacent at school pick up and drop off times. The 20mph limit could be extended to cover the field access and an additional SID located there (the existing SID is required at the 30mph limit at the north of the village.)

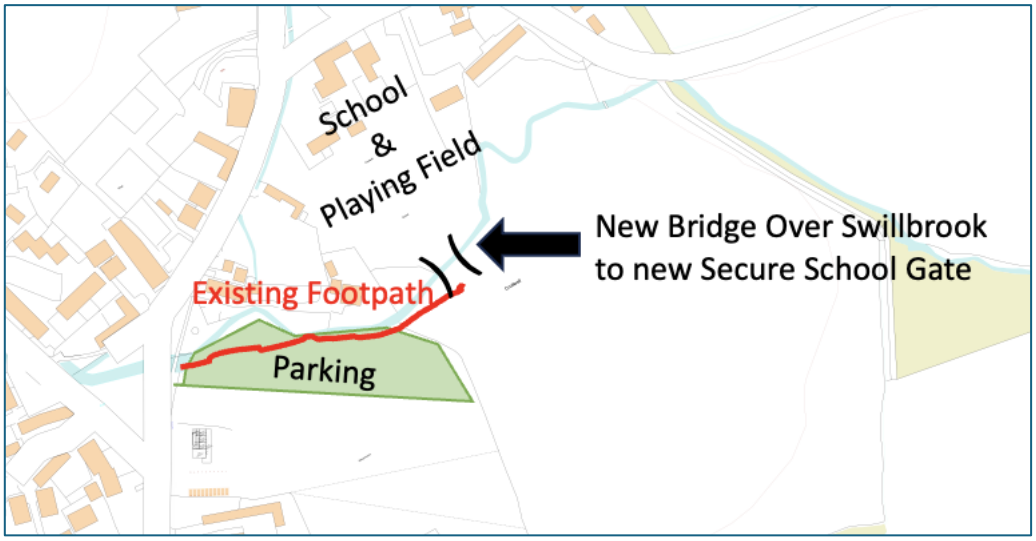
Analysis of SID Data

Date	20/04	21/04	22/04	23/04	24/04	26/04	27/04	28/04	29/04	30/04	01/05	**Av. @ 85th Percentile**
Av@ 85th Pt.	32	34	32	32	34	32	32	32	34	32	31	**32.4**

While this initial analysis is promising and helpful a full traffic survey will be required to confirm actual 85th percentile and whether the access for parking would be acceptable to Wiltshire Highways.

6. What would the Scheme look like?

NB At this stage these are merely images of the proposal, while the map and photographs are to scale, the position of the area proposed for parking, the footpath and proposed new footbridge are not but are merely indicative of the possible scheme in advance of a more detailed plan which is currently being commissioned. A topographic survey to inform the proposal has been produced by planning consultants.

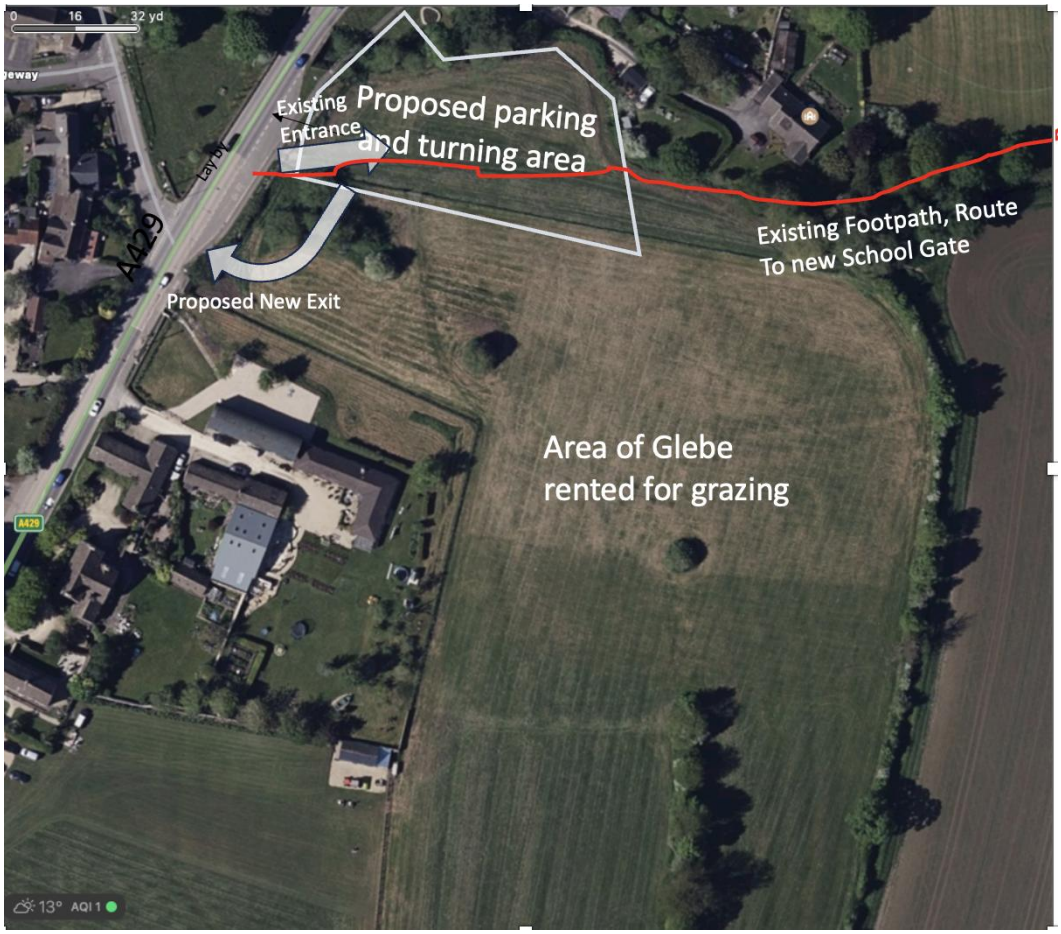


Update January 2026

The project is jointly managed by a team comprising representatives of the school and Governors, the Parish Council, the Parish Church and local residents. The school, being a Church of England primary school approach3 the Diocese through their contacts as did the local Rector through their ecclesiastical contact. This has borne some fruit in that we have now had a virtual meeting with a representative of the Diocese in December. We were informed that the Diocese is currently undertaking a wide-ranging review of their estate and would discuss our request to use part of the field with their land agent. We are awaiting a response from the Diocese's representative and we're advised by them not to expend further resources on the project until such time as a decision is made by them.

It is therefore not considered practical to allocate the land in the Neighbourhood Plan until such time as the Diocese's agreement to the Parish's development on the Glebefield.

This position will be reviewed if a positive response is received.


0 16 32 yd
Existing Entrance
Proposed parking and turning area
Existing Footpath, Route To new School Gate
A429
Proposed New Exit
Area of Glebe rented for grazing
13° AQI 1