

Chippenham Site Allocations Plan Proposed Inspector's Main Modifications to Pre-Submission Draft Plan

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Wiltshire Council

Sustainability Appraisal Note

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Plan Design Enable

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1. Introduction

The introduction to Part Four (SA of proposed modifications May 2016) sets out the history of the SA process in terms of changes made to the Pre-Submission draft Chippenham Sites Allocation Plan.

In response to comments received as part of the consultation on the Proposed Modifications in May 2016, discussions at the Examination in Public Hearings held between 27 September and 4 October 2016, and Statements of Common Ground between the council and key stakeholders, further modifications to the Pre-Submission draft Chippenham Site Allocations Plan arose. The previous SA note prepared in October 2016 (CSUS/19) considered these Main Modifications and included a re-assessment of Policy CH2 Rawlings Green to reflect the revisions.

Since this note, the Inspector has made a small number of amendments to Policy CH2 (Rawlings Green) and its supporting text in response to his concerns, as summarised in paragraph 72 of his report. The changes made prior to the Inspector's Report (February 2017) have been assessed in previous SA reports and notes. This SA note considers only the minor amendments made since the previous SA Note in October 2016.

The SA of the amendments has been undertaken in compliance with the requirements of the Planning and Compulsory Purchase Act 2004 and the European Union Strategic Environmental Assessment (SEA) Directive 2001/42/EC and builds upon earlier SA work undertaken to inform the Pre-Submission Draft Plan and the Examination.

Reports and data sources that have been used to inform the assessments of the changes are listed in the references in Chapter 4 of this report.

2. Methodology for Assessment of Changes

The Inspector's Report (February 2017) includes an appendix of the main modifications to the Pre-Submission Draft CSA Plan recommended to make the Plan sound. This appendix includes all of the main modifications suggested to the Pre-Submission Draft Plan, the majority of which have been assessed in Part Four: SA of Proposed Modifications (May 2016) and Sustainability Appraisal Note (October 2016). However, the Inspector has further amended two modifications. This SA Note only deals with the main modifications to the SA of the Chippenham Site Allocations Pre-Submission Draft Plan (July 2015) which have been proposed by the Inspector since the previous SA addendum was prepared in October 2016.

The further amendments proposed by the Inspector relate to managing the traffic implications of development should the link from Parsonage Way to the A350, through the North Chippenham development, not be completed in a timely manner. These amendments are included in MM18 and MM26¹. In arriving at these conclusions, he stated at paragraph 6 of his report:

'I have taken account of the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of my amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken'.

¹ The Inspector's Report includes as an appendix a consolidated list of main modifications which are numbered using the prefix MM. Proposed modifications published in May 2016 and the proposed further modifications published in October 2016 used a prefix of S. This report refers to the MM reference used by the Inspector.

Additional Modifications can be identified at the discretion of the Council under the Planning and Compulsory Purchase Act 2004 (as amended), s23, 3)(b)². Many relate to errors in grammar or syntax and factual updates in the interests of clarity and accuracy.

The list of Additional Modifications includes some changes consulted on as Main Modifications during the May and October 2016 consultations. These are referred to at paragraph 6 of the Inspectors Report. Due to the nature of the changes, the additional modifications do not require further SA.

Table 2.1 shows the new Main Modifications and considers whether they have implications in terms of the SA work that has been undertaken previously. Only the new changes proposed by the Inspector have been identified within Table 2.1.

The nature of each change has been considered in order to establish whether implications are likely. Where a change is identified that could materially change a policy, a revision of the previous SA assessment would be necessary; however, no material changes are expected.

² “3) The authority may adopt the document - (b) with the main modifications and additional modifications if the additional modifications (taken together) do not materially affect the policies that would be set out in the document if it was adopted with the main modifications but no other modifications.”

Table 2.1 – Proposed minor amendments to the main modifications and SA implications

Note: Proposed change shows deleted text in ~~strike through~~ and new text in **bold**. Only the amendments proposed by the Inspector are highlighted.

Change no.	Para.	Proposed Change	SA Implications
MM18	CH2	<p>Approximately 50ha of land at Rawlings Green, as identified on the policies map, is proposed for a mixed use development to include the following:</p> <ul style="list-style-type: none"> • No more than 650 dwellings, including a first phase of no more than 200 dwellings • An approximately 10 ha Country Park along the northern and eastern edge of new development linking to the existing recreation areas along the river to Monkton Park as indicated in Figure 5.2. No new buildings should be located in the Country Park unless they are ancillary to the use of the Country Park, or to the east of the 50m contour. <p>Development will be subject to the following requirements:</p> <p>3. Development beyond the first phase of 200 dwellings shall not commence before the link road to the A350 is open for use or a set of comprehensive transport improvement measures of equivalent benefit is in place</p>	<p>The policy always had a requirement for no more than 200 dwellings to be built before the Cocklebury Link Road is completed. The modification of the first bullet referring to this as ‘a first phase’ provides clarity and is not a new requirement. No further SA required.</p> <p>Requirement 3 was introduced to ensure sufficient flexibility for traffic improvement in order to address transport concerns of residents. It does not alter the SA results as the completion of the connection to the A350 was implicit in previous assessments. No further SA required.</p> <p>The 50m contour line was introduced in previous change number S119 (now MM19) and the requirement has always been that there should be no development in the flood plain. Therefore, the modification to bullet point 6 does not alter the SA results as the level of protection was implicit in previous assessments. No further SA required.</p>
MM26	5.18	<p>5.18b Development of the site requires construction of a completed link road from Cocklebury Road via Darcy Close and a new bridge over the railway to Parsonage Way and the B4069 as an essential part of the first phase of development. The link road from the B4069 to the A350 must also be open to traffic or a set of comprehensive transport improvement measures of equivalent benefit must be in place prior to any development commencing beyond the first phase of development of the Rawlings Green site.</p> <p>5.18e Conditions attached to the permission (for example which requires a phasing plan) or a Section 106 Agreement (which can be linked to a bond) are options available to the Local Planning Authority to secure timely delivery of the road. In implementing the Plan the Council will monitor the delivery of the necessary infrastructure to ensure that development comes forward in a timely and coordinated fashion. It will, with its partners, play a pro-active role in collaboration with developers to ensure the completion of the new link road to the A350 and the railway bridge. In this regard, it will use its powers, including its ability to resolve financial imbalances, for example by providing early funding to accelerate the provision of infrastructure or in circumstances where delivery is significantly delayed and there are no other</p>	<p>The modification to para 5.18b replicates the modification to requirement 3 in MM18 above and was introduced to clarify policy requirements which are already implicit in the SA. No further SA required.</p> <p>The modification to para 5.18e was introduced to improve clarity on the delivery of the Cocklebury Link. It does not alter the SA results as the delivery of the link road was implicit in previous assessments and further strengthened in S102 which was assessed in the October 2016 note. No further SA required.</p>

		options, by using its compulsory purchase powers.	
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3. Conclusions

The further main modifications proposed in the Inspector's Report (February 2017) to the Pre-Submission draft Chippenham Site Allocations Plan add clarity to existing policy wording. The changes have no SA implications, either due to their clarification nature or to being already implicit in the SA.

4. References

- Wiltshire Council, Chippenham Site Allocations Pre- Submission Plan, Sustainability Appraisal Report, February 2015
- Wiltshire Council, Chippenham Site Allocations Pre-Submission Draft Plan, February 2015
- Wiltshire Council, Chippenham Site Allocations Sustainability Appraisal Note, July 2015
- Wiltshire Council, Chippenham Site Allocations Part Four: SA of Proposed Modifications, May 2016
- Wiltshire Council, Chippenham Site Allocations Sustainability Appraisal Note, October 2016
- Planning Inspectorate, Report on the Examination of the Chippenham Site Allocations Plan, February 2017

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