

Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	10	2.15	<p>Amend paragraph 2.15 as follows:</p> <p>“The A350 is one such barrier to development, but is also considered to be a clear and logical boundary to the town, which should not be breached by mixed use strategic site development during the plan period unless other options are exhausted.”</p>
MM2	17	3.6	<p>Amend paragraph 3.6 as follows:</p> <p>“It is important that housing delivery is managed throughout the plan period to ensure that it takes place in step with the provision of new infrastructure. <u>As well as facilities forming a part of development, this may, for instance, include strategic highway</u> transport improvements that may will be required to accommodate the impact of growth, including measures for cycling, walking and public transport access to the town centre and employment areas. The Core Strategy already identifies a number of improvements needed in Chippenham which need to be provided alongside development <u>including enhanced health and emergency services. This is also recognised in the Infrastructure Delivery Plan (September 2013) which identifies extended GP services as prioritised essential infrastructure. The NHS and GPs in Chippenham are working towards a detailed proposal for delivering these enhancements.</u> Sustainable construction and low-carbon energy will be integral to the development of all strategic sites.”</p>
MM3	21	4.3	<p>Amend paragraph 4.3 as follows</p>

			<p>"The data included in the Wiltshire Core Strategy identified that land for a further 2,625 new homes would be required at Chippenham to meet the at least 4,510 homes to be built by 2026. However, figures for housing supply are constantly changing. for example, since these were first published a further large site at Hunters Moon has been granted permission subject to the signing of a Section 106 Agreement. Figures also take account of brownfield sites identified in Core Policy 9 of the Wiltshire Core Strategy and the Chippenham Central Area Master Plan such as redevelopment proposals at Langley Park. The latest housing land supply statement assessment therefore indicates that the residual requirement at Chippenham is now at least 1,935 <u>1,780</u> homes."</p>
MM4	21	4.4	<p>Add additional text to paragraph 4.4 as follows:</p> <p>"The Housing and Employment commitments form part of the present development strategy for Chippenham and should be delivered within the plan period in order to ensure at least the rate of growth proposed in the Core Strategy. as it is assumed the housing arising from the commitments will be built within the plan period and will ensure the overall scale of growth proposed in the core strategy is achieved. "</p>
MM5	23-25	4.10 – 4.24	<p>Amend paragraphs 4.10 to 4.24 as follows. Insert the diagram 1 shown in appendix 1 after paragraph 4.14.</p> <p>"Methodology</p> <p>4.10 The Wiltshire Core Strategy sets a minimum amount of additional housing and employment for Chippenham between 2006 and 2026. It also establishes a set of six criteria to guide Chippenham's expansion (the Core Policy 10 criteria). These form the central basis for selecting 'strategic sites'. A strategic site assessment framework was developed to define how the Core Policy 10 criteria are interpreted and was informed by comments from the community and other stakeholders.</p> <p>4.11 The WCS identifies, diagrammatically, a set of indicative strategic areas located east of the A350 as potential areas of future expansion for strategic mixed use sites. The 'strategic areas' are defined by barriers such as main roads, rivers and the main railway line. Land west of the A350 is not considered a reasonable</p>

		<p>alternative for the allocation of strategic sites. The Council's reasoning is set out in Briefing Paper 2, which explains the definition of strategic areas ⁽³⁴⁾.</p> <p>4.12 The strategic areas and options for strategic sites have been assessed using sustainability appraisal. Sustainability appraisal performs a similar task to the strategic site assessment framework and reports on likely environmental, social and economic effects of the options in order to inform decision making. This work has been carried out independently to the council ⁽³⁵⁾. (Chippenham Site Allocations Plan: Draft Sustainability Appraisal Report volumes 1 and 2, Atkins, February 2015 April 2016)</p> <p>4.13 Each of the strategic areas has been assessed to see how they perform against the criteria contained in the core strategy as well as the sustainability appraisal. This culminated in a preferred area being selected. The next stage was to generate a set of site options within the preferred area. Each site option had to be capable of delivery and of containing the individual infrastructure requirements necessary to support their development (like schools and open spaces), plus accommodating other place shaping or environmental constraints (such as important historic assets or landscape features). The performance of detailed site options was then also assessed against the criteria, evidence through the strategic site assessment framework, as well as sustainability appraisal and a preferred site option selected. A result of that process was to suggest different patterns for the town's growth involving different strategic areas. These are termed 'development concepts'.</p> <p>4.14 As the overall scale of development could not be achieved within the first preferred area, the two stage process was repeated. The next preferred area was selected in light of the proposals emerging from the previous preferred area, taking into account the scope for any links or combined effects between them. The process was then continued culminating in the selection of a third site option. The detailed process is explained in the report on the Site Selection Process. (36) Based on information in the Council's Strategic Housing Land Availability Assessment more than twenty potential strategic site options were examined. An assessment of these</p>
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		<p>sites removed those that could not realistically be considered developable, suitable and achievable, reduced the number to 14 site options that were the looked at in greater detail using both sustainability appraisal and an assessment of their strengths, weakness, opportunities and threats in terms of how they performed against the guiding criteria contained in WCS Core Policy 10. Based on these assessments and how well each strategic site option fitted with a development concept, four alternative strategies were compared, again using sustainability appraisal and SWOT assessment, and a preferred strategy selected. The process is set out diagrammatically below:</p> <p>4.15 As a result of this process the preferred options are as summarised below. A preferred strategy has been selected and modified to take account of the risks and constraints identified through the assessment process. These proposals have also been subject to sustainability appraisal. As a result of this process the preferred strategy is summarised below.</p> <p>The Proposals</p> <p>4.16 The assessment of strategic areas is set out in detail in the Chippenham Site Allocations Plan: Site Selection Report (February 2015) which weighs up the most appropriate broad directions for Chippenham to expand. The result of the assessment has shown that immediately north and south of the town represent the first preferred strategic areas for growth (Areas A and E in Figure 2.2). The assessment of strategic areas, site options and alternative strategies is set out in detail in the Chippenham Site Allocations Plan: Site Selection Report (May 2016). The preferred strategy represents a combination of development concepts that capitalise on the locational advantage of the A350 corridor.</p> <p>4.17 The Council is already disposed to grant <u>has already granted</u> consent for a significant development north of Chippenham, located in Area A (see above) for a mix of uses including up to 750 new homes (Land at North Chippenham 12/00560/OUT). This development would have access to the A350 and it would provide a road built to a distributor road standard offering the opportunity for it to have a wider role in the network. This road can also provide a clear visual and man-</p>
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			<p>made boundary to the town. The evidence suggests that further development north would have detrimental landscape and ecological effects, in particular with respect to cumulative impacts on the value of Birds Marsh Wood County Wildlife site, and fails to meet Criterion 5 (Landscape) of Core Policy 10 without offering significant benefit over and above the development already permitted.</p> <p>The first preferred area <u>South West Chippenham</u></p> <p>4.18 Within Area E, <u>SW Chippenham is an immediate phase of development geared to provide deliverable land for employment and housing. The proposals are to meet the great majority of land required urgently for employment development on an 18ha site at Showell Farm. This will provide serviced land for a variety of uses. Landscape impacts are acceptable and land for employment development is well located and can be brought forward relatively quickly. A strategic site is identified for approximately 1,000 new dwellings and 18ha land for employment at South West Chippenham. This is in the mid-range of site capacity options examined. The housing trajectory indicates that about 850 dwellings could be built I The SW Chippenham allocation comprises the Rowden Park site which is identified for approximately 1,000 new dwellings and 18ha land for employment and additional smaller extension sites identified for approximately 400 new dwellings. The housing trajectory indicates that about 1400 dwellings could be built in the remainder of the Plan period, looking to 2026 (see Table 6.1).</u></p> <p>The second preferred area <u>Rawlings Green</u></p> <p>4.19 The second preferred area is Area B north east of the town at Rawlings Green. While this area performs well against Core Policy 10 criteria 3 (road network) and 4 (accessibility), it is a prominent area where development may have a wide landscape impact. Detrimental effects would need to be mitigated by an appropriate design and layout. Within Area B a site option for a low density of development and extensive strategic landscaping is identified for development at Rawlings Green. Proposals require a low density of development and extensive strategic landscaping is identified for development at Rawlings Green. This would be capable of</p>
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			<p>accommodating up to 650 new dwellings and 5ha of land for employment generating uses. Up to 200 new homes could be accommodated before a new link road is needed to connect the site over a new railway bridge to the distributor road provided as part of the North Chippenham development in Area A. The preferred option is to <u>This new road link will</u> continue this new road link through the site to Monkton Park, which would provide a new access route to the A350 for the north of the town avoiding the town centre. It will serve the development itself and relieve current congestion that might otherwise worsen unacceptably on routes into and out of the town centre. <u>It is an objective of this Plan that the route through North Chippenham connecting the B4069 with the A350 must be in place before any development commences beyond the first phase of 200 dwellings on the Rawlings Green allocation.</u></p> <p>4.20 These proposals (preferred Area E and second preferred Area B) mirror the locations selected previously as a part of preparing the Wiltshire Core Strategy. Together these sites provide land for approximately 1,650 new homes. The housing trajectory indicates that 1,500 of these homes can be built within the plan period which is less than the number needed to meet the housing requirements (see Table 6.1). A third preferred area is therefore required to ensure 1,936 homes can be delivered by 2026. The two sites can accommodate a total of approximately 2,050 homes although it is possible that not all this number will be built within the plan period to 2026. At a late point in the current plan period land allocated land may contribute to meeting housing requirements for the next plan period and reduce the potential for a fall off in housing supply while a new plan is emerging for the period beyond 2026. The scale of development recognises the additional complexity of ensuring deliverable land. The amount of land allocated results in a scale of development that therefore exceeds the requirements set out in the Wiltshire Core Strategy. A choice of new locations for new homes provides a flexible choice of deliverable sites in terms of a range of potential house builders and the choice of homes. It also recognises that it is possible that not all large strategic sites will be completed in the Plan period and the risks associated with the greater level of complexity involved in the delivery of large strategic sites.</p>
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		<p>The third preferred area</p> <p>4.21 Area C (as indicated on figure 2.2), east Chippenham, represents the third preferred area. This area, especially north of the cycleway, represents an area that is open and, like Rawlings Green, will have a wider landscape impact. In particular, considerable work will be needed to avoid increased flood risks to the Town and elsewhere. Indeed development should reduce such risks. This area has no obvious features that form a logical natural boundary. The chosen site option creates a new potential boundary by taking a new distributor road to form a landscaped corridor that would provide visual containment following a similar approach used for the existing Pewsham area in the south of the Town and as proposed at North Chippenham. The site identified at East Chippenham can accommodate approximately 850 new dwellings and approximately 20ha of land for employment use, partly recognising this will contribute to meeting employment land needs beyond 2026. As a part of its development it will provide a distributor standard road crossing to the River Avon and complete an Eastern Link Road for the town connecting the A4 to the A350, mitigating much of the congestion that would otherwise occur⁽³⁷⁾. <u>Development at Rawlings Green involves building new roads in step with the development, including completion of a link between Cocklebury Road and the A350, together with the provision of a new bridge over the railway, in order to ensure there are no unacceptable traffic impacts and so that the wider benefits to the network are achieved as soon as possible. The proposals also include large new areas along the River Avon for country parks. These will provide easier and direct public access to the countryside for all residents and visitors. They will also include areas set aside to be managed to protect and improve their nature conservation value. As a substantial corridor of land it also provides opportunities for new and improved cycle and pedestrian links around the town, as well as to and from the town centre. These proposals go a substantial way to fulfilling a longstanding aspiration to capitalise on the River Avon as an asset to the town.</u></p> <p><u>4.21a Both proposals safeguard the potential for future road alignments to the east and south of the town and require that their design and layout must not prohibit road connections in the future. This is based on evidence prepared for the Plan ⁽¹⁾</u></p>
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		<p><u>that indicates an Eastern Link Road and/or a Southern Link Road may be longer term solutions to improving the town's network resilience. The policies ensure that development during the Plan period does not undermine the future development of the town and will enable further investment in roads to support the growth of the town if required in future plan periods.</u></p> <p><u>(1) Position Statement Improving Network Resilience in Chippenham and Transport and Accessibility Evidence Paper Part 2a : Assessing Alternative Development Strategies</u></p> <p>4.22 The three sites to be allocated can accommodate a total of approximately 2,500 homes of which around 2,350 may be built within the plan period to 2026. The remainder will contribute to meeting housing requirements for the next plan period and reduce the potential for a fall off in housing supply while a new plan is emerging for the period beyond 2026. The amount of land allocated results in a scale of development that therefore exceeds the requirements set out in the Wiltshire Core Strategy. It is justified by the need to provide a flexible choice of deliverable sites in terms of a range of potential house builders and locations around the town. It also acknowledges that not all large strategic sites will be completed in the Plan period. A main justification is that by so doing the Plan provides a framework which will deliver road infrastructure necessary to support the Town's long term growth potential, safeguarding the role of the Town Centre and the functioning of the A350 in the County's economy by addressing the potential for congestion that is an inevitable by product of housing and employment development.</p> <p>4.23 Each of the proposals involve the building of new roads in step with the additional development proposed in order to ensure there are no unacceptable traffic impacts and so that the wider benefits to the network are achieved as soon as possible. The proposals also include large new areas along the River Avon for country parks. These will provide easier and direct public access to the countryside for all residents and visitors. They will also include areas set aside to be managed to protect and improve their nature conservation value. As a substantial corridor of</p>
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		<p>land it also provides opportunities for new and improved cycle and pedestrian links around the town, as well as to and from the town centre. These proposals go a substantial way to fulfilling a longstanding aspiration to capitalise on the River Avon as an asset to the town.</p> <p><u>Master plans</u></p> <p><u>4.23a The following proposals establish the principles of development at South West Chippenham and Rawlings Green and East Chippenham based on evidence prepared that is appropriate to plan making. Each policy also requires any application to be informed by a master plan which will reflect additional evidence prepared at a level of detail to support a planning application as well as the principles and requirements established in policies CH1 and CH2 and CH3. Such evidence will include, but is not limited to a Landscape and Visual Impact Assessment, Heritage Assessment, Biodiversity Report, surface water management plan, Flood Risk Assessment and Highways Statement. Such new evidence can be used as a material consideration when considering a specific planning application. A master plan will refine and provide a more detailed distribution of land uses for each site than that shown in the indicative plans (figures 5.1-3). Further detailed landscape assessment may suggest boundaries that have a better visual impact. A minor variation in site boundaries from those on the policies map may therefore be justified on new evidence presented at the time of the application on landscape grounds.</u></p> <p><u>4.23b Adopted standards for provision to meet leisure and recreation needs will be applied to each of the proposals. An audit of existing open space assets concludes that Chippenham does not have a shortage of outdoor sports provision. A shortage of amenity green space, parks and areas for informal recreation is addressed by provision for substantial open space by proposals contained in policy CH4.</u></p> <p><u>4.23c A master plan will also include an explanation and show the nature and location of surface water management measures.</u></p> <p>4.24 The proposals in the Chippenham Site Allocations Plan must be read in</p>
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			conjunction with the Wiltshire Core Strategy. Proposals for new development will be considered against all relevant policies, including those relating to place shaping and high quality design. As with all planning applications the general policies, for example affordable housing (Core Policy 45), sustainable construction (Core Policy 41), high quality design (Core Policy 57) in the adopted Wiltshire Core Strategy apply to the consideration of these sites. The developers of strategic sites will prepare Sustainable Energy Strategies setting out how proposals meet carbon reduction targets, and identifying how maximum targets can be achieved, particularly where lower cost solutions are viable (such as Combined Heat and Power)."
MM6	26	Figure 4.1	Replace figure 4.1 as indicated in appendix 1.
MM7	29	CH1	<p>Amend policy CH1 as follows:</p> <p>Policy CH 1 South West Chippenham</p> <p><u>Rowden Park Site</u></p> <p>Approximately 171ha land at South West Chippenham, as identified on the policies map, is proposed for mixed use development to include the following:</p> <ul style="list-style-type: none"> • 1,000 dwellings • 18ha of land for employment (B1, B2, and B8 uses of the Use Classes Order) <u>adjacent to the A350</u> • Land for a 2 Form Entry primary school • A local centre • <u>Approximately 100ha</u> 104ha as a riverside country park • strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting • no more than 800 homes to be completed before the Cocklebury Link Road (from the A350 to Cocklebury Lane) is open for use <u>or a set of comprehensive transport improvement measures of equivalent benefit</u>

		<p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. surface water management that achieves equivalent or less than current Greenfield rates of run-off 2. financial contributions toward provision of new schools <u>provision of sufficient school capacity to meet the need created by the development</u> 3. <u>A marketing strategy to be agreed with Wiltshire Council and carried out to ensure the early release of serviced land for employment is available for development before the completion occupation of the 50th dwelling</u> 4. a pedestrian and cycle route across the River Avon connecting to the town centre <u>enhanced routes for cycling and walking to and from the town centre</u> 5. a design and layout that preserves <u>or enhances</u> the importance and settings to designated heritage assets 6. Design and layout of development must not prohibit a potential future road connection to land to the east <u>from the A350 to the river.</u> 7. measures to enhance the character of the Rowden conservation area 8. <u>a design and layout that allows for the appropriate integration of the smaller extension sites included on the policies map.</u> <p>Development will take place in accordance with a main masterplan for <u>Rowden Park, the main site</u>, as <u>shown on the policies map</u>, approved by the Council prior to commencement. <u>The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.</u></p> <p><u>Smaller Extension Sites</u></p> <p><u>Approximately 11ha of land at South West Chippenham, as identified on the policies map, is proposed for mixed-use residential development to include the following:</u></p>
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			<ul style="list-style-type: none"> • <u>Up to 400 dwellings</u> • <u>Strategic landscaping and open space, to retain and reinforce existing hedgerows and establish new areas of substantial planting including the retention of important hedgerows, where appropriate, to provide a 'soft' urban edge to development.</u> <p><u>Development will be subject to the following requirements:</u></p> <ol style="list-style-type: none"> 1. <u>a design and layout that integrates with the Rowden Park site in terms of meeting local community needs and traffic management</u> 2. <u>that adequate infrastructure is available to serve the needs of the development</u> 3. <u>financial contributions towards provision of new schools and other infrastructure necessary to enable development to proceed</u> 4. <u>surface water management that achieves equivalent or less than current Greenfield rates of run-off</u> 5. <u>a design and layout that preserves the importance and settings to designated heritage assets"</u>
MM8	30	Figure 5.1	Replace figure 5.1 as shown in appendix 1.
MM9	31	5.1	<p>Amend paragraph 5.1 as follows and new paragraphs 5.1a and 5.1b:</p> <p>"5.1 The development of this area requires a comprehensive treatment to the western side of the River Avon south of Chippenham. <u>To support a supply of deliverable land, treatment of the site will be divided between the Rowden Park site and smaller extension sites.</u></p> <p><u>5.1a The Rowden Park site will provide a mixed use development and comprises the site allocation as shown on the Policies Map excluding the smaller extension sites. This will provide a mixed use development. Much smaller sites are likely to provide additional housing once the Rowden Park site progresses and as the urban area is extended outwards from the town.</u></p>

			<p><u>5.1b Development will therefore be led by a single master plan for a predominant part of the site, the Rowden Park site, as shown on the policies map. Proposals for this site are well advanced and this site will set in place employment land, land for a new school and other infrastructure. Master planning will show comprehensive transport linkages within the allocation and to key destinations elsewhere. It is envisaged that further opportunities for development will arise as development envelopes the other parcels of land, but as the detailed design and timing of these sites has yet to be determined, they need not form part of the Rowden Park site masterplan."</u></p>
MM10	31	5.2	<p>Amend paragraph 5.2 as follows:</p> <p>'A key element of these proposals is the early release of serviced land for employment development for a range of uses. With easy access to the A350 and M4 premises within an attractive environment the area will accommodate existing local businesses looking to expand and attract inward investment from further afield. The Council with its partners will play a proactive role in partnership with developers in order to ensure development can take place, by marketing the site, brokering discussions with interested businesses and exploring other initiatives in collaboration with the Local Enterprise Partnership. Development of the site will deliver serviced land, with road access, utilities and communications infrastructure, as part of a first phase of development. <u>A marketing strategy to be agreed with the Council will include details of the marketing campaign and site particulars. The marketing campaign should include (i) On site marketing boards displayed throughout the period in which the property is being marketed (ii) Registration on the Council's Commercial Property Database (iii) Web based marketing. Site particulars should include (i) Location Plan and description of the site (ii) Marketed Use of the Site including all options available to future owners (iii) Relevant Dimensions (iv) Relevant planning conditions or covenants (v) Known Costs."</u></p>
MM11	31	5.3	<p>Amend paragraph 5.3 as follows:</p> <p>The <u>Rowden Park</u> site divides into three distinctive areas that will each help to retain the mature network of hedgerows and trees which with areas of greenspace will</p>

			provide linkages through development to the wider countryside and retain the distinctive enclosed mature setting to the landscape. <u>Master plan work must address environmental issues around Patterdown Rifle Range operating within the allocation. Detailed design should <u>also</u> recognise the generally higher level of the road to the town."</u>
MM12	31	5.5	<p>Amend paragraph 5.5 as follows:</p> <p>The proposals include provision of a large area of informal open space that includes the historic features assets and landscape setting to the Rowden Conservation Area. <u>Development should be set back from the edge of Rowden Conservation Area. Layout and design must preserve the importance of agricultural land as a setting contributing to the significance of Rowden manor and farm.</u> The surrounding agricultural land contributes to the significance of Rowden Manor and farm, and the character and appearance of the Rowden Conservation Area. To ensure the significance of those affected heritage assets are safeguarded a further more detailed Historic Environment Setting Assessment will be required to inform the future Masterplan and the layout, design and appropriate distance of development from the boundary of the Conservation Area. Enhancing the attractiveness and improving access to this area will realise this area's potential as an asset to the town for informal recreation and leisure. This includes interpretation of the Civil War battlefield and the buildings and setting to Rowden Manor. These elements will be considered in detail as a part of a historic assessment of the site which will inform the master plan.</p>
MM13	31	5.6	<p>Amend paragraph 5.6 as follows:</p> <p>"Land will be reserved within the scheme <u>Rowden Park site</u> for a two form entry primary school. The estimated needs generated by the development <u>of the main site itself</u> do not by themselves require two forms of entry but reserving land allows for future expansion <u>to accommodate the needs from development elsewhere</u> or likely beyond the plan period."</p>
MM14	31	5.7	<p>Amend paragraph 5.7 as follows:</p> <p>"A <u>If a river footbridge is considered as part of the master plan process</u> it should be</p>

			located as sensitively as possible to avoid impact on riparian habitats and provide improved pedestrian and cycle links to the town centre avoiding busy roads <u>and bat flight lines</u> . A riverside country park will be managed to promote good pedestrian and cycle access to and from the town centre. <u>Opportunities should also be explored to improve connections from the site to the Methuen Business Park</u> "
MM15	31	5.8	Additional sentence at the beginning of the paragraph 5.8: <u>"Development plan policies ⁽¹⁾ set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development."</u>
MM16	31	5.9	Amend first sentence of paragraph 5.9 as follows: <u>"The Pudding Brook area should be protected from development. The precise flood zone boundaries to the Pudding Brook will need to be defined and protected from development."</u>
MM17	32	5.10	Amend paragraph 5.10 as follows: <u>"Flood risk areas (zones 2 and 3) must remain undeveloped. This includes areas around smaller water courses within the site for which flood risk will also need to be assessed alongside the main river. Pudding Brook is one such area. Any development impinging on designated groundwater Source Protection Zones must follow principles and practice necessary to safeguard them. Rates of surface water run off to the River must also remain at current levels or less in order to reduce the risk of flooding elsewhere. Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. Any improvements to the water supply and foul drainage network should also be put in place at the earliest opportunity. This must involve determining accurate boundaries to flood risk areas and a set of effective sustainable urban drainage measures. These must take account of ground conditions and ensure sufficient land is set aside at the master plan stage. Any improvements to the water supply and foul drainage network should be put in place at the earliest opportunity. Any development impinging on designated groundwater Source Protection Zones must follow principles and practice necessary to safeguard them."</u>
MM18	32	CH2	Amend Policy CH2 as follows:

			<p>Rawlings Green</p> <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"> • <u>No more than 650 dwellings, including a first phase of no more than 200 dwellings</u> • 5ha of land for employment generating uses (B1, B2, C2, D1 and D2 of the Use Classes Order) • Land for a 2 Form Entry primary School • Distributor standard road <u>A Link Road from the B4069 Parsonage Way to Darcy Close, including connection over the main railway line, and a road from this distributor standard road to Darcy Close (Cocklebury Link Road) to be completed and open for use as part of the first phase of development</u> • Strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting, <u>including strong groups of new tree planting along the lower eastern edge of development, in accordance with the principles set out at paragraph 5.12</u> • <u>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.</u> <p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. Surface water management that achieves equivalent or less than current Greenfield rates of run-off 2. the connection to Darcy Close and a road crossing of the railway to be open for use before the completion of the, <u>Completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of 200th dwellings, secured through measures attached to grant of planning permission</u>
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			<ol style="list-style-type: none"> 3. <u>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</u> 4. Financial contributions towards provision of new schools <u>Provision of sufficient school capacity to meet the needs created by the development</u> 5. a low density design and layout that preserves the setting and importance of listed buildings on the site <u>and, in accordance with principles set out in paragraph 5.12, screens and filters existing and proposed locations for mixed use development and avoids harmful visual impacts by development on exposed valley slopes</u> 6. <u>Design and layout of development must not prohibit a potential future road connection to land across the river to the south-east</u> <p>All other aspects of development will take place in accordance with a master plan for the site approved by the Council prior to commencement. <u>The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement."</u></p>
MM19	33	Figure 5.2	<p>Amend Figure 5.2 as set out in Appendix 1.</p> <p>Amendment identifies the Cocklebury Link Road, includes land in the Country Park area adjacent to the river up to the 50 m contour and amends the mixed use area to include land within the proposed Cocklebury Link Road.</p>
MM20	34	5.11	<p>Amend paragraph 5.11 as follows</p> <p>"Connection to the drainage network will also require enhancements off site. <u>Any improvements to the water supply and foul drainage network need to be put in place at the earliest opportunity.</u> Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. This must</p>

			involve determining accurate boundaries to flood risk areas and a set of effective sustainable urban drainage measures. <u>These must take account of ground conditions and ensure sufficient land is set aside at the master plan stage.</u> "
MM21	34	5.12	<p>Amend paragraph 5.12 as follows:</p> <p>"The site is prominent to a wide area. It forms a backdrop for westerly views from the River Avon floodplain, public rights of way, Tytherton Lucas and the Limestone Ridge. Development must avoid adversely affecting the rural and remote character immediately around the site and increasing the visual prominence and urban influence of Chippenham over a much wider area. <u>In particular, development must have appropriate regard to the setting of Langley Burrell and Tytherton Lucas conservation areas beyond the site, as well Rawlings Farm, a listed building within. A strategic landscape scheme should:</u>"</p>
MM22	35	5.16	<p>Amend paragraph 5.16 as follows</p> <p>Land will be reserved within the scheme for a two form entry primary school. The estimated needs generated by the development itself do not by themselves required two forms of entry but reserving land for future expansion likely beyond the plan period <u>this school will also be necessary to meet needs generated by development at North Chippenham.</u></p>
MM23	35	5.16	<p>Additional sentence to paragraph 5.16 as follows</p> <p><u>"Development plan policies ⁽¹⁾ set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development."</u></p>
MM24	35	5.17	<p>Amend paragraph 5.17 as follows:</p> <p>"The site is reasonably well located in relation to the town centre and development should include measures to enable as many trips as possible to the town centre to take place on foot, cycling or by public transport. <u>This should include enhancing the attractiveness of the North Wiltshire Rivers Way.</u> Open space will provide a connection to the river as a corridor for pedestrian and cycle access to the town centre. Nevertheless the site's location will inevitably place strains upon existing</p>

			<p>traffic corridors into and out of the existing built up area, parts of which are already congested. The completion of new traffic routes including a bridge over the railway will do much to address such problems and ultimately should improve existing conditions. This new road infrastructure structure therefore needs to be provided as soon as possible. <u>Road proposals should demonstrate how the design of the route minimises visual impact and effects on local amenity</u>"</p>
MM25	35	5.18	<p>Additional sentence to paragraph 5.18 as follows:</p> <p><u>"Land will be reserved in the vicinity of the eastern western site boundary to facilitate the construction by a third party of a road over the river so as not to prohibit a future road connection to land to the south-east should one be required in future plan periods. bridge to enable the Eastern Link Road to be completed. Provision will be made within a legal obligation to ensure that the connection is deliverable by a third party without land ransom if required in the future."</u></p>
MM26	35	5.18	<p>Add additional sub-heading and paragraphs after paragraph 5.18</p> <p><u>"Cocklebury Link Road</u> <u>5.18a Rawlings Green is of a scale that it is necessary for it to have at least two different points of access.</u></p> <p><u>5.18b It would not be acceptable for Rawlings Green to have one point of access to serve 650 dwellings. Neither, given its scale and location, would it be acceptable for it to be served by a second access which does not connect through to the first. just two accesses. 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.</u></p> <p><u>5.18c The overall result is a new route around Chippenham; a Cocklebury Link Road. This is necessary for development to be acceptable and is directly related to the</u></p>

			<p><u>development, appropriate in scale and kind. It will be an express part of any development scheme permitted and built by the site's developers.</u></p> <p><u>5.18d Road improvements through Monkton Park have been carefully considered recognising the sensitivity of traffic levels to residents and the potential to worsen existing issues such as congestion and on-street parking.</u></p> <p><u>5.18e Inevitably there are shorter term impacts before the link road is complete. In the absence of the Cocklebury Link Road, development at the 200 dwelling threshold for Rawlings Green is forecast to lead to a 30% increase in traffic flows on Cocklebury Road and up to a 55% increase in delay time experienced on the approach to the New Road / Station Hill junction, compared to the existing situation. This is expected to be a short term impact, as the Cocklebury Link Road would need to be open beyond the 200 dwelling threshold. Appropriate mechanisms will be attached to any planning permission to secure the delivery of the Cocklebury Link Road within a certain time based on the occupancy of dwellings and a time period. 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 options, by using its compulsory purchase powers.</u></p> <p><u>5.18f. Once complete and the benefits of the Cocklebury Link Road, in particular for residents of Monkton Park, are:</u></p> <ul style="list-style-type: none"> <u>In pure infrastructure terms, the Cocklebury Link Road doubles road capacity for traffic entering and leaving the existing Monkton Park area – there would be two single-carriageway routes rather than the present one</u>
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			<p>single-carriageway route;</p> <ul style="list-style-type: none"> • <u>With the Cocklebury Link Road open and 650 dwellings at Rawlings Green, traffic flows and delays on Cocklebury Road / Station Hill are forecast to be at levels that are similar to those experienced now; and</u> • <u>Traffic modelling evidence justifies a threshold for completion of the CLR, at the latest, by the occupation of 200 new dwellings served via Darcy Close. This is a requirement of the proposal. Sufficient commercial incentive exists to ensure that developer will comply. The delivery framework explains responsibilities and additional steps necessary to co-ordinate timely completion.</u> <p><u>5.18g. The policies map shows geographically an alignment for the road."</u></p>
MM27	36	CH3	<p>Delete Policy CH3</p> <p>East Chippenham</p> <p>Approximately 91ha of land at East Chippenham, as identified on the policies map, is proposed for a mixed use development to include the following:</p> <ul style="list-style-type: none"> • 850 dwellings • approximately 5ha of land for employment (B1 and B2 of the Use Classes Order) with a further 15ha safeguarded for employment development beyond 2026 • land for a 2 Form Entry primary school • a local centre • 2.5ha safeguarded for the expansion of Abbeyfield School • That part of the Eastern Link Road distributor standard road from between the north western boundary side of the site to and the A4, including connection a bridge over the River Avon connecting with the Rawlings Green site distributor road. (an Eastern Link Road) • strategic landscaping and open space to retain and reinforce existing hedgerows, establish new areas of substantial planting and landscaping, and to provide a visual boundary to the town along the route of the Eastern Link Road • a an approximately 35ha Country Park along the western side of new

			<p>development</p> <ul style="list-style-type: none"> no more than 400 homes to be completed occupied before the Cocklebury Link Road is open for use. <p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> surface water management that can achieve less than current Greenfield rates of run-off and decreases flood risks a road crossing of the River Avon open for use before the <u>completion occupation</u> of the 400th dwelling the Eastern Link Road open for use <u>in its entirety between the A350 Malmesbury Road and the A4 by completion the occupation</u> of the 750th dwelling serviced land for employment is available for development before the completion of the 50th dwelling financial contributions toward provision of new schools <u>provision of sufficient school capacity to meet the need created by the development</u> a design and layout that preserves the setting and importance of listed buildings on the site <p>All other aspects of development will take place in accordance with a masterplan for the site approved by the Council prior to commencement. <u>The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement."</u></p>
MM28	37	Figure 5.3	Delete figure 5.3
MM29	38 - 39	5.19 – 5.31	<p>Delete paragraphs 5.19 to 5.31 inclusive.</p> <p>5.19 A site is identified beyond the valley of the River Avon east of Chippenham. Flood risk areas (zones 2 and 3) that separate it from the town must remain undeveloped. This area plays an important role providing water storage that helps to protect the town from flooding. In recent times the town's protection has failed and development is a means to reduce risks for existing residents and business as well</p>

		<p>as protect the new uses that will occupy this site. Rates of surface water run off to the River must be less than current levels in order to reduce the risk of flooding elsewhere. Connection to the drainage network will also require enhancements off site. <u>Any improvements to the water supply and foul drainage network need to be put in place at the earliest opportunity.</u> Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. This must involve determining accurate boundaries to flood risk areas, and a set of effective sustainable urban drainage measures. <u>A sustainable urban drainage system will need to be designed and built to take into account 'clayey-loamey' ground conditions and sufficient land outside flood risk areas will need to be set aside at the master plan stage.</u></p> <p><u>5.19a Land will be reserved in the vicinity of the eastern site boundary to facilitate the construction by a third party of a road over river bridge to enable the Eastern Link Road to be completed. Provision will be made within a legal obligation to ensure that the connection is deliverable by a third party without land ransom.</u></p> <p>5.20 Two areas of land are proposed for employment generating uses. A smaller area will provide for needs within the Plan period to 2026 and a second larger area is safeguarded for development focussing on needs up to and beyond 2026. The timing of its development and attractiveness to the market will depend upon a road connection to the A350 and M4 via completion of that part of an Eastern Link Road.</p> <p>5.21 The Council with its partners will play a proactive role in partnership with developers in order to ensure employment development can take place, by marketing the site, brokering discussions with interested business and exploring other initiatives in collaboration with the Local Enterprise Partnership. Development of the site will deliver serviced land, with road access, utilities and communications infrastructure. A southern area accessed via the A4 will be a first phase of development.</p> <p>5.22 The site is in a landscape which is strongly associated with the River Avon. Its development also needs to provide a new rural edge to east Chippenham when</p>
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			<p>viewed from surrounding footpaths in the landscape and from higher ground. Large scale woodland is not characteristic of this landscape but would be required to adequately screen large scale employment development and provide a strong visual boundary to the site. Development should avoid high ground, retain the rural approach along Stanley Lane and reinforce a wooded and riparian character along the Avon valley.</p> <p>5.23 A strategic landscape scheme should:</p> <ul style="list-style-type: none"> • Reinforce planting along the existing edges of Chippenham and adjacent to the North Wiltshire Rivers Route to reduce the glimpses of the urban edge from the wider countryside and especially in views from public rights of way close to Tytherton Lucas to help reinforce its rural and remote character; • Extend and manage linear woodlands along the edge of the River Avon to help with screening, filtering and backgrounding of views towards existing (Chippenham) and proposed development; • Create bold landscape structure by reinforcing existing field boundaries with new hedgerow and tree planting and where possible creation copses and linear woodlands. Development to be inserted within the bold landscape structure; • Seek opportunities to reinforce the riparian character along the River Avon and River Marden including waterside meadows, areas of tree planting and areas for SuDS; • Maintain the network of Public Rights of Way, set within green corridors though the landscape to preserve the existing good links from Chippenham to the river and countryside to the east and to help integrate proposed development within the landscape; • Conserve and enhance the setting to the listed building at Harden's Farm; and • Conserve and enhance the setting (including mature trees) of New Leaze Farm located on higher ground. • Development is envisaged within a strong landscape framework. Land
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			<p>north of the North Wiltshire River Route is particularly sensitive in landscape terms and the capacity for developing in this area should be considered using a lower density of 30 dwellings per net hectare.</p> <p>5.24— Development is envisaged within a strong landscape framework. Land north of the North Wiltshire River Route is particularly sensitive in landscape terms and the capacity for developing in this area should be considered using a lower density of 30 dwellings per net hectare.</p> <p>5.25— Development should include a hedgerow, woodland or tree-lined corridor from the stream adjacent to Abbeyfield School to the stream to the east near Hither Farm in order to restore ecological connectivity. It should also enhance the North Wiltshire Rivers Route for biodiversity gains through appropriate planting and management</p> <p>5.26— The Riverside Park offers an opportunity to restore riparian and floodplain habitats, including the field boundary hedgerows, which appear to have been lost in most of the fields between Harden's Farm and the River Avon. All floodplain habitats should be restored and enhanced through appropriate management. Parts may have reduced public access in some more sensitive areas in order to safeguard protected species.</p> <p>5.27— The River Avon (Bristol) County Wildlife Site must also be protected from development (and associated impacts such as pollution).</p> <p>5.28— <u>Development plan policies set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development</u> Land will be reserved within the scheme for a two form entry primary school. The estimated needs generated by the development itself do not by themselves require two forms of entry but reserving land allows for future expansion beyond the plan period. There is some capacity to accommodate additional students at Abbeyfield School, the nearest secondary school. This school may also need to expand in the future, in all likelihood beyond the plan period. To prevent losing this opportunity some land should therefore remain reserved to prevent the campus</p>
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			<p>becoming restricted by new development.</p> <p>5.29 The site is reasonably well located in relation to the town centre and development should include measures to enable as many trips as possible to the town centre to take place on foot, cycling or by public transport. The riverside park would be central to creating attractive routes for walkers and cyclists. The pedestrian and cycle network should also be improved, <u>through the enhancement of the existing and provision of new routes, to retain the attractiveness of the Chippenham – Calne cycleway and in particular specifically</u> to increase the accessibility of Abbeyfield School, Stanley Park and the riverside to the existing urban area.</p> <p>5.30 Development is expected to commence from a southern access to the A4. <u>Evidence on the impacts of development of this site and elsewhere shows that new road infrastructure needs to be provided as soon as possible in order to prevent unacceptable impacts on the network.</u> This will inevitably put an additional burden on this corridor into the town. Completion of a <u>the Cocklebury Link Road link and an the eEastern Link rRoad</u> around the town to the A350 north of the town will do much to tackle pressures from additional traffic. Transport assessments suggest that up to 400 new dwellings should <u>can</u> be provided before the Cocklebury Link Road Link should be in place. A new bridge over the River Avon can then connect to <u>the Rawlings Green part of this infrastructure and the rates and quantum of</u> development can then increase. An Eastern Link rRoad to the A4 will be built in step with development and need to be in place by the completion of the 750th dwelling.</p> <p>5.31 Evidence on the impacts of development of this site and elsewhere shows that new road infrastructure needs to be provided as soon as possible in order to prevent unacceptable impacts on the network. Consequently, to ensure timely delivery, a road bridge across the River Avon should in place by the occupation of the 400th dwelling and an eastern link road connecting to the A4 by the occupation of the 750th dwelling</p>
MM30	40	5.33	Amend paragraph 5.33 as follows:

		<p>"In order to ensure these objectives are achieved in a complementary and comprehensive manner the management and use of new country parks will be directed by a management plan that will be approved by Wiltshire Council with the involvement of local stakeholders and land owners alongside specialist interests such as the Wiltshire Wildlife Trust. <u>The precise boundaries for the country parks will be determined as part of the management plan process. Master Plans for each strategic site proposal (CH1-23) will define the precise boundaries to country parks and will show pedestrian and cycle routes across them necessary to connect the new development to the town centre and to other key destinations elsewhere and necessary for it to proceed.</u></p> <p>-Indicative areas <u>The proposed country park areas are shown on the policies map and in Figures 5.1 and 5.2. and 5.3 above</u> It is envisaged that the long term management of the country parks will be secured through planning obligations relating to individual sites. <u>Further work is being undertaken to develop the ownership, governance and detailed management of the Country Parks."</u></p>
MM31	40	<p>Insert new paragraphs 5.34 and 5.35 with footnotes.</p> <p><u>Strategic Transport Network (A350 at J17 of M4)</u></p> <p><u>5.34 The strategic transport network is illustrated in Figure 4.1a of the Wiltshire Core Strategy (Footnote) and includes the M4 in Wiltshire as part of the Strategic Road Network (SRN) and the A350 as part of the Primary Route Network (PRN). Core Policy 66 of the Wiltshire Core Strategy establishes a commitment to maintain, manage and selectively improve the A350 corridor to support development growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster and maintain and enhance journey time reliability.(Footnote) In addition, as recognised at paragraph 2.16 of the Plan, the Swindon and Wiltshire Local Enterprise Partnership prioritise investment in improvements to the A350 which has resulted in the partnership securing funding for a A350 Improvement package through the Growth Deal.(Footnote)</u></p> <p><u>5.35 Working in conjunction with Highways England, evidence has shown that the</u></p>

			<p><u>proposals of the Plan will have a cumulative severe impact on Junction 17 of the M4 which will result in queuing on both the M4 mainline and the A350 at Junction 17 by 2026. This presents both a safety issue and operational performance issue which will result in reduced journey time reliability and potential for increased vehicle conflict on the high speed network.</u></p> <p><u>5.36 Wiltshire Council and Highways England recognise the need for the part signalisation of the junction to resolve these issues. Design and delivery of the proposed work will be agreed with Highways England and set out within the Chippenham Transport Strategy. Detailed work is being undertaken to implement a scheme within the current highway which incorporates protection for the geological SSSI associated with the west bound of slip road.</u></p> <p><u>Footnote:</u></p> <ul style="list-style-type: none"> • <u>Wiltshire Core Strategy Figure 4.1a Wiltshire Key Diagram (Strategic Transport Network)</u> • <u>Wiltshire Core Strategy core policy 66 and paragraph 6.174</u> • <u>3. Swindon and Wiltshire Strategic Economic Plan: Swindon and Wiltshire Secure £129 million Growth Deal, 19 December 2014</u>
MM32	41	Table 6.1	Replace table 6.1 as shown in appendix 1
MM33	42	6.4 – 6.6	<p>Amend paragraphs 6.4 – 6.6</p> <p>"6.4 In June May 2014 2015, Wiltshire Council submitted adopted a Community Infrastructure Levy (CIL) Draft Charging Schedule for independent examination Wiltshire Community Infrastructure Levy. CIL is a charge that local authorities in England can place on development in their area. The money generated through the levy will contribute towards the funding of infrastructure to support growth. From April 2015, The council will be is restricted in its ability to pool infrastructure contributions from new development through the existing mechanism of Section 106 agreements.</p> <p>6.5 The Draft Charging Schedule proposes has differential charging rates based on the type and location of development. The Draft Charging Schedule also proposes</p>

			<p><u>has a reduced CIL rate for residential development within the strategically important sites as identified in the Wiltshire Core Strategy. This is due to the higher cost of delivering the critical on-site infrastructure needed to unlock the development potential of these strategically important mixed use sites. However, as a result of the removal of the Chippenham strategic sites formerly allocated in the Core Strategy, there would is not be a reduced rate for the sites identified in this Chippenham Site Allocations Plan. To reflect the fact that the standard rate of CIL is to be charged for the strategic sites in Chippenham, the Council is seeking fewer off site funding contributions than usual because a much higher proportion of infrastructure investment will need to be sourced from the CIL. This avoids an unacceptable burden on developers but necessitates much closer collaboration and co-ordination around how CIL funds are used to support growth. As such, the council has proposed a change to the draft charging schedule through the CIL examination process so that the lower rates of CIL will apply to the allocations in the CSA Plan.</u></p> <p>6.6 An independent examiner, appointed to review the CIL rates proposed in Wiltshire, in January 2015 held two days of hearing sessions to consider the Draft Charging Schedule (and subsequent modifications) published by Wiltshire Council. Once the examiners report has been received, the council plans to adopt and formally implement the CIL charging schedule by April 2015. Planning applications determined after the published implementation date will, if approved, be liable to pay CIL."</p>
MM34	43	6.10, 6.11 and Table 6.2	<p>Delete paragraphs 6.10 – 6.11 and table 6.2.</p> <p>Sites subject to Section 106 agreement</p> <p>6.10-Planning applications determined by the local authority prior to the implementation of CIL cannot be charged this levy. The infrastructure needed to make the development of the North Chippenham and Hunters Moon sites acceptable will instead be secured via a Section 106 planning obligation agreement negotiated between the council and applicant.</p> <p>6.11-The housing delivery trajectory for these sites is set out below.</p>

			<div>Table 6.2 Housing delivery trajectory for North Chippenham and Hunter's Moon sites</div> <table><tr><th>Year</th><th>Land at North Chippenham (Area A)</th><th>Hunters Moon</th></tr><tr><td>2015</td><td></td><td></td></tr><tr><td>2016</td><td>50</td><td>104</td></tr><tr><td>2017</td><td>100</td><td>80</td></tr><tr><td>2018</td><td>100</td><td>80</td></tr><tr><td>2019</td><td>100</td><td>80</td></tr><tr><td>2020(44)</td><td>100</td><td>80</td></tr><tr><td>2021</td><td>100</td><td>26</td></tr><tr><td>2022</td><td>100</td><td></td></tr><tr><td>2023</td><td>100</td><td></td></tr><tr><td>2024</td><td></td><td></td></tr><tr><td>2025</td><td></td><td></td></tr><tr><td>2026(45)</td><td></td><td></td></tr><tr><td>2027</td><td></td><td></td></tr><tr><td>2028</td><td></td><td></td></tr><tr><td>2029</td><td></td><td></td></tr><tr><td>TOTAL</td><td>750</td><td>450</td></tr></table>	Year	Land at North Chippenham (Area A)	Hunters Moon	2015			2016	50	104	2017	100	80	2018	100	80	2019	100	80	2020(44)	100	80	2021	100	26	2022	100		2023	100		2024			2025			2026(45)			2027			2028			2029			TOTAL	750	450
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MM35	43	6.9	<div>Amend reference in paragraph 6.9 as follows:</div> <div>"The study concluded that the proposed site allocations identified within CSA Plan are deliverable within the current policy context and on the basis of the general assumptions made in the report including in relation to land values and house prices (43)"</div> <div>(43) (Chippenham Sites Allocations Plan: Strategic Site Viability Assessment, January 2015 April 2016)</div>																																																			
MM36	44	6.14	<div>Insert new paragraphs 6.14 a and 6.14b:</div> <div>"6.14a To monitor the implementation of the CSAP the Council already has in place</div>																																																			

			<p><u>the Wiltshire Monitoring Framework (WMF) which was developed to support policies in the Wiltshire Core Strategy. The WMF is reported on in the Annual Monitoring Report (AMR). In relation to Chippenham the following indicators are included based on the Wiltshire Core Strategy proposals for the community area:</u></p> <ul style="list-style-type: none"> • <u>Permissions granted or refused that support policy</u> • <u>NOMIS official labour market statistics (e.g. Ratio of resident workers to jobs).</u> • <u>% of new and converted dwellings on previously developed land.</u> • <u>Quantum of houses and employment land delivered since the start of the plan period.</u> <p><u>In relation to the delivery of employment land the WMF also includes data collection on the quantum of land developed for employment by type across the whole of Wiltshire.</u></p> <p><u>6.14b The indicators listed above remain relevant to the delivery of the Chippenham Site Allocations Plan and will monitor the delivery of housing, employment land and the employment led strategy. In order to provide greater clarity for when a review of the Plan should be triggered and to ensure infrastructure is provided in a timely manner the following additional indicator will be added to the Wiltshire Monitoring Framework.</u></p> <p><u>Indicator: Average annualised total completions from allocated sites</u></p> <p><u>Target: 162 (1,780/11) dpa.</u></p> <p><u>Triggers for review (including assessing need to respond to any barriers to growth):</u></p> <ul style="list-style-type: none"> a) <u>3 consecutive years where delivery of housing from the allocated sites fall below 162 dwellings per annum following the adoption of the CSAP starting from 2018.</u> b) <u>b) Fewer than 800 480 dwellings built from within Chippenham site allocations by 2020"</u>
MM37	45	6.15	<p>Amend Table Caption and add new paragraph 6.15a as follows:</p> <p><u>"Risk Management</u></p>

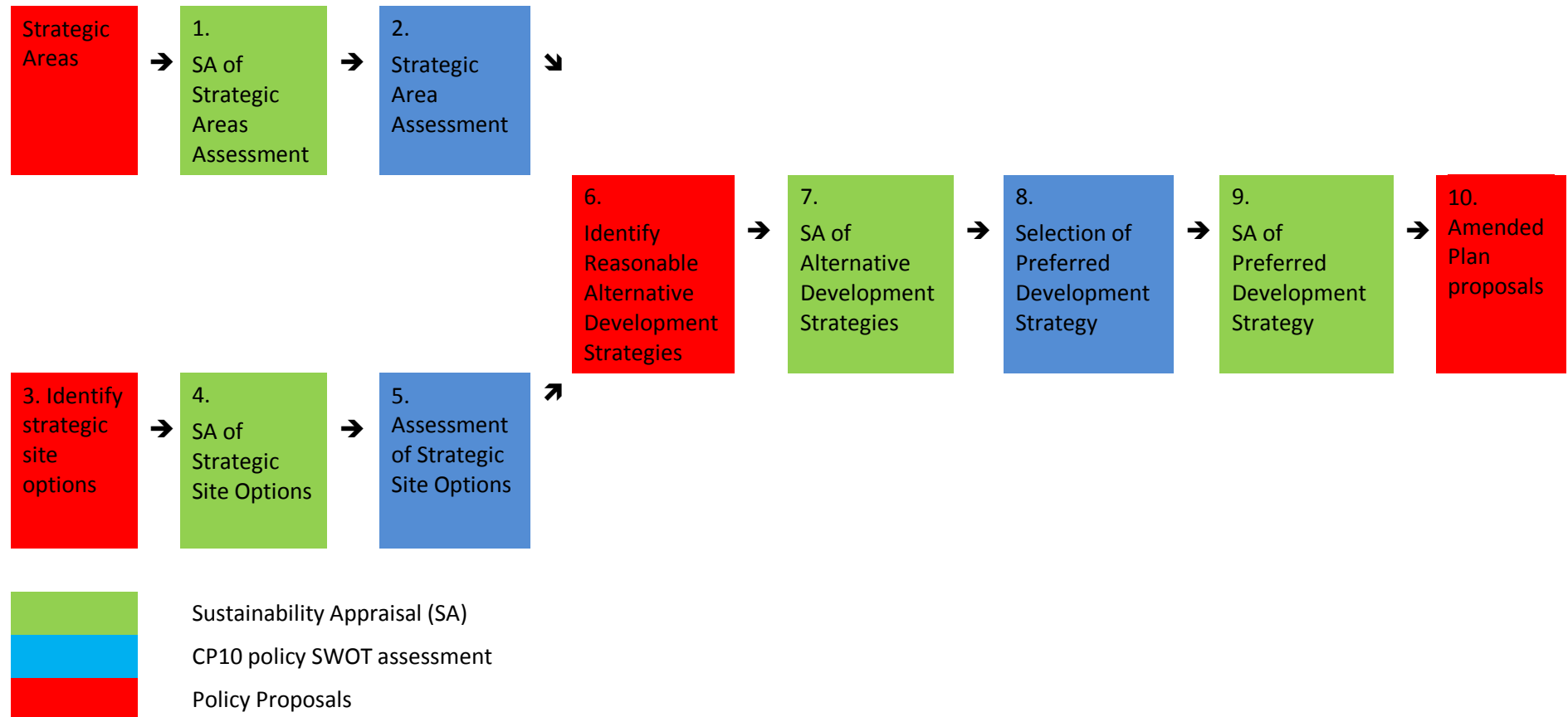
			<p><u>A part of monitoring the effectiveness of the Plan will be to maintain a risk register. An outline of main risks is as shown in the table below. It will be a task of the group to manage risks by identifying responsibilities and different mitigation measures that are either preventative or contingencies."</u></p> <p>Insert table 6.3: Chippenham Outline Risk Register (See Appendix 1)</p>
MM38	51		<p>Add a glossary of terms as follows:</p> <p><u>Briefing Notes: A series of notes to provide background information on a number of recurring questions about the content of the plan and the process for preparing the plan</u></p> <p><u>Cocklebury Link Road: A road from Parsonage Way, over the railway line and via Darcy Close to Cocklebury Road that provides a second access to Monkton Park.</u></p> <p><u>Core Strategy: A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.</u></p> <p><u>Eastern Link Road: A distributor Standard road between the A350 Malmesbury Road and the A4.</u></p> <p><u>Examination in Public (EiP): An independent examination of draft plans.</u></p> <p><u>Evidence Papers: a set of documents that summarises the information described in the Strategic Site Assessment Framework. Separate evidence papers cover each of the Chippenham Core Strategy Criteria.</u></p> <p><u>Site Selection Report: A report explaining the Council's choices of preferred areas and site options drawing on evidence guided by the Strategic Site Assessment Framework and Chippenham Core Strategy Criteria.</u></p> <p><u>Strategic sites: Major development that delivers a mix of uses, critically local</u></p>

			<p><u>employment as well as homes, but also all the infrastructure (for example: primary schools, community facilities, formal and informal recreation facilities and often local shops and services) necessary to support the development of the site and wider impacts of significant growth (often funding contributions to facilities and infrastructure elsewhere made necessary by needs arising from development, for example, leisure facilities or bus services)</u></p> <p><u>Sustainability Appraisal (SA): An appraisal of the impacts of policies and proposals on economic, social and environmental issues.</u></p> <p><u>Strategic areas: The different broad directions for long term growth at Chippenham. Five areas have been identified for assessment. They are defined by significant obstacles to development such as transport corridors and the river and included on a diagram in suggested changes to the Wiltshire Core Strategy.</u></p> <p><u>Site options: detailed proposals for strategic sites. Located within a strategic preferred area, their extent is shown on an ordnance survey base. These include an estimated number of new homes and the area that will be developed for new employment. The proposals also include specific requirements for new infrastructure necessary to serve the development and other requirements to ensure it takes an acceptable form.</u></p> <p><u>Preferred area: The strategic area (or areas) that perform best when considered by the strategic site assessment framework and sustainability appraisal.</u></p> <p><u>Strategic site assessment framework: How each of the six criteria set in the Wiltshire Core Strategy will be used to assess site options and strategic areas.</u></p> <p><u>The Chippenham 'core strategy' criteria (CP10 criteria): The six criteria setting out the principles guiding the selection of strategic sites around Chippenham, as established in Core Policy 10 (the Chippenham Area Strategy) of the Wiltshire Core Strategy."</u></p>
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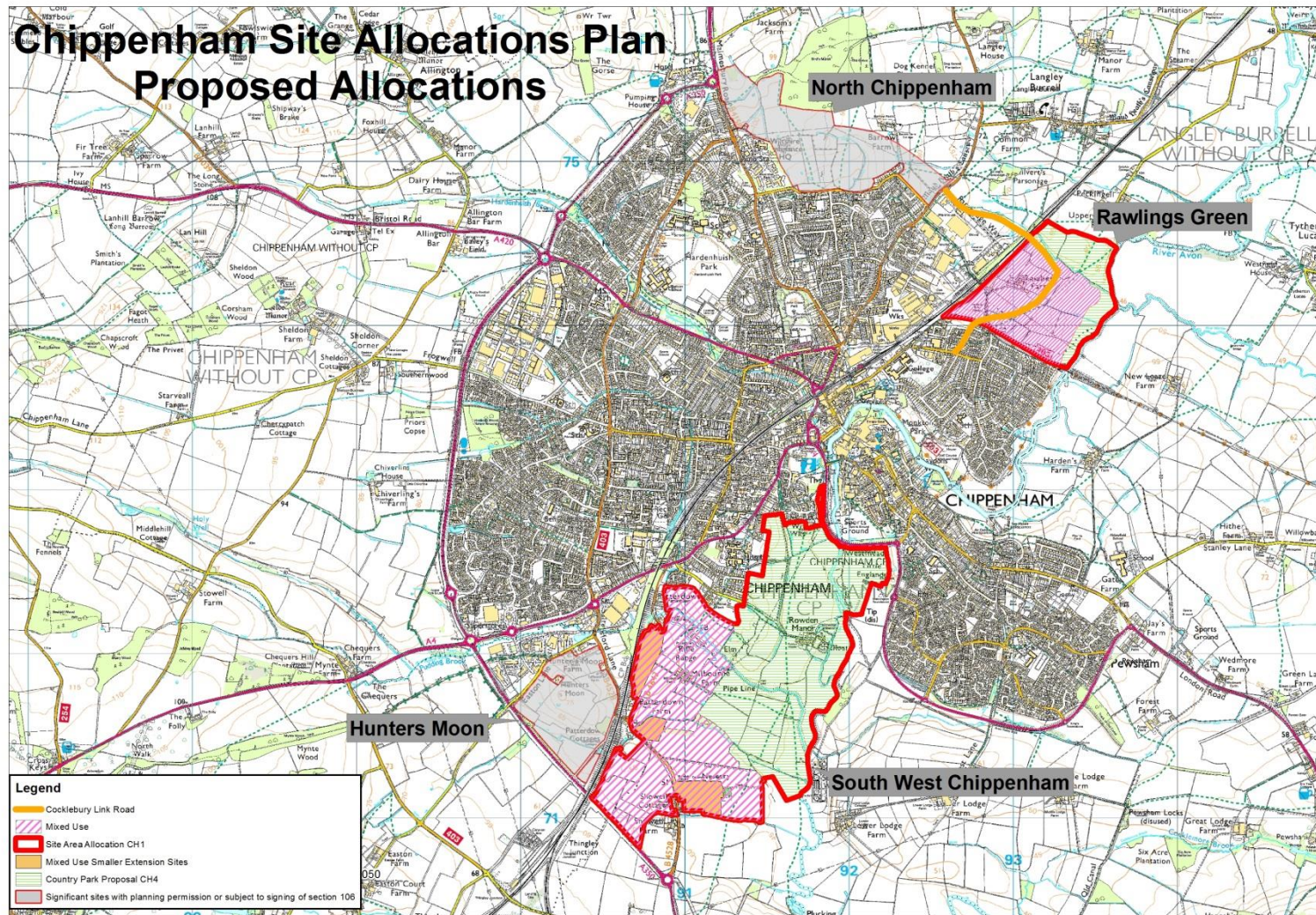
Appendix 1

MM5 Insert new Diagram 1 after paragraph 4.15:

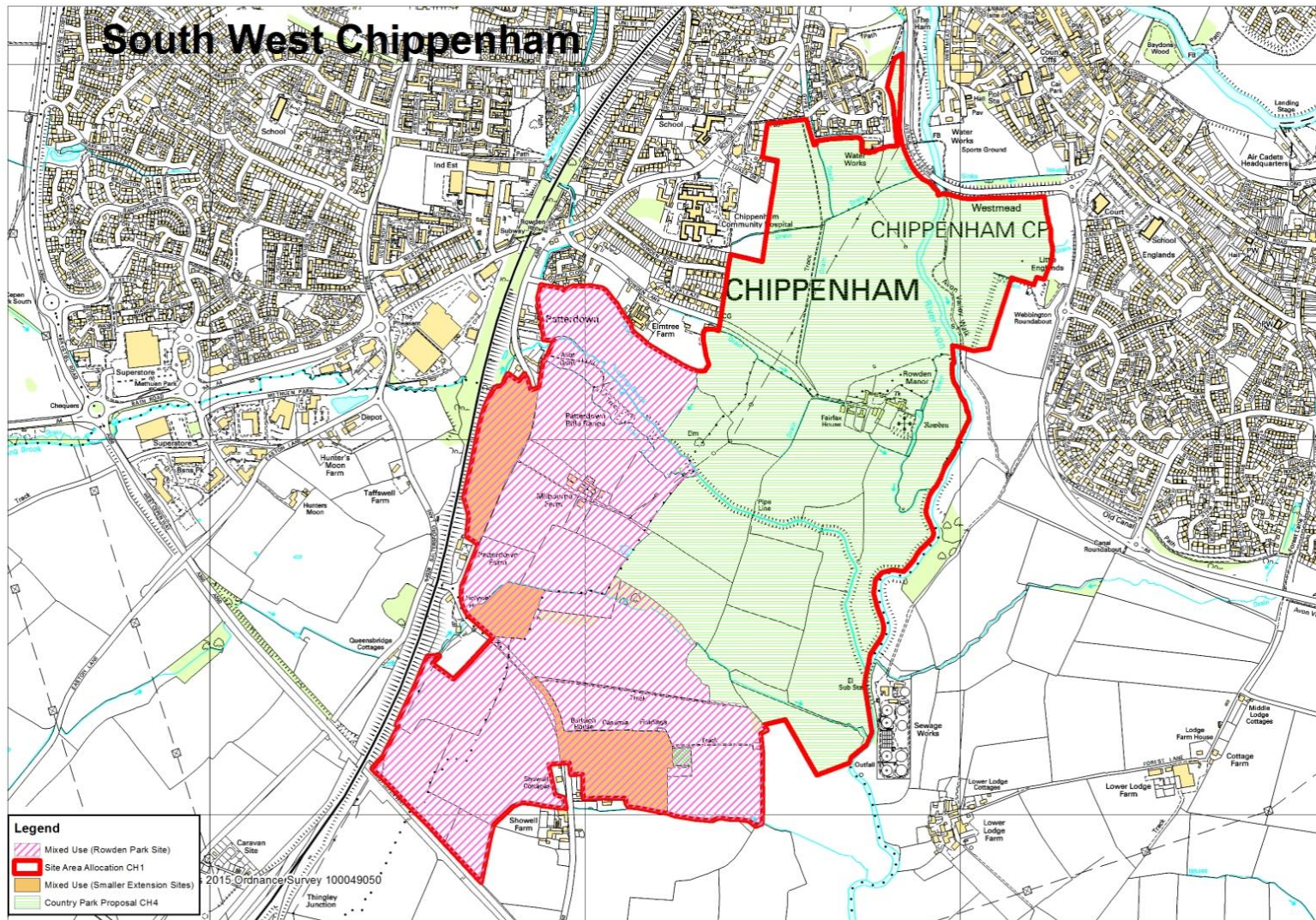
Plan Preparation Steps



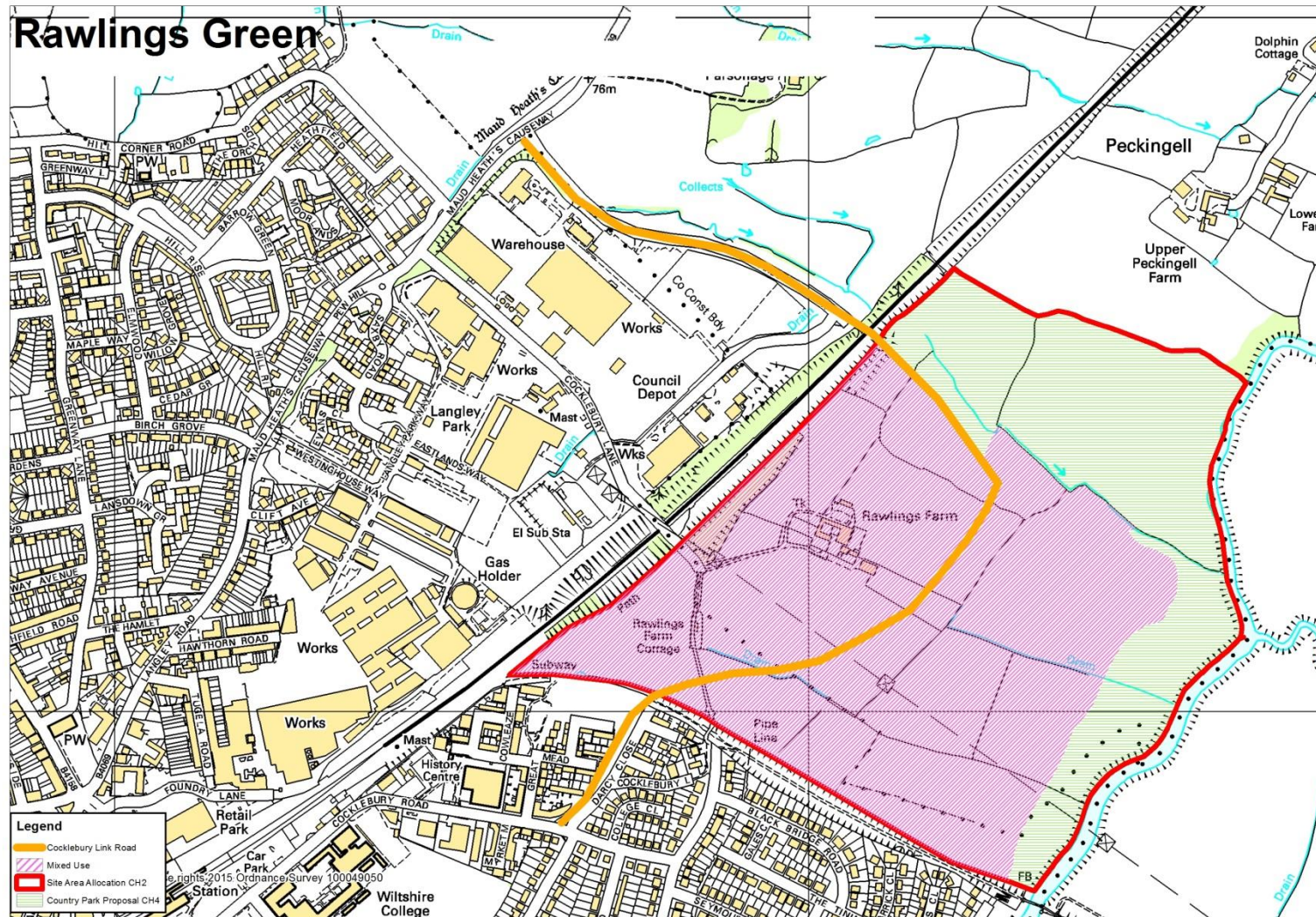
MM6 Replace Figure 4.1



MM8 Replace Figure 5.1



MM19 Amend Figure 5.2 to include land in the Country Park area up to the 50 m contour and amend the mixed use area to include land within the proposed Cocklebury Link Road



MM32 Amend Table 6.1 Housing Delivery Trajectory as set out below

YEAR	Rawlings Green	SW Chippenham	Annual Total	Cumulative Total
2016/17				
2017/18		60	60	60
2018/19	45 <u>20</u>	175 <u>150</u>	<u>170</u>	<u>230</u>
2019/20	80	175	<u>255</u>	<u>485</u>
2020/21	80	175	<u>255</u>	<u>740</u>
2021/22	80 <u>155</u>	200 <u>175</u>	<u>330</u>	<u>1070</u>
2022/23	85 <u>155</u>	200	<u>355</u>	<u>1425</u>
2023/24	85 <u>160</u>	200	<u>360</u>	<u>1785</u>
2024/25	85	90	<u>90</u>	<u>1875</u>
2025/26	80	50	<u>50</u>	<u>1925</u>
2026/27	30	50	<u>50</u>	<u>1975</u>
2027/28		25 <u>50</u>	<u>50</u>	<u>2025</u>
2028/29		<u>25</u>	<u>25</u>	<u>2050</u>
Total	650	1400		2050

MM37 Insert Table 6.3

Table 6.3: Chippenham Outline Risk Register

Outline Risk Register			
	Generic	Site Specific	Assessment
Unavailable	Land not made available by land owners or no clear undertaking to do so		All land included within SHLAA is considered available. All land owners have indicated a willingness to release land for development but no firm agreement between land owners to ensure comprehensive approach.
Unsuitable	Location cannot be developed, employment land requirements will not be met or significantly less developable land	No employment land is made available, is reduced in scale or is delayed	Current application for significant provision for employment land at Showell Farm. Form of employment provision at Rawlings Green has yet to be agreed and developer aspirations may not conform to plan objectives
		Development increases flood risks	Design of sustainable drainage measures advanced west of the river at SW Chippenham. Sustainable drainage measures appear at an early stage at Rawlings Green. No indication that effective measures are impossible to implement. Little risk that larger amounts of land may be required, reducing developable area.
		Development has an unacceptable	Significance of heritage assets and their setting have been assessed and mitigation considered possible. Development at SW Chippenham has less than substantial harm. Further

Outline Risk Register			
	Generic	Site Specific	Assessment
		impact upon heritage assets	detailed work required at Rawlings Farm.
		Development has unacceptable visual impacts	Development at SW Chippenham within existing visual envelope of urban area. Low density at Rawlings Green appears to be accepted by developers.
Unachievable	Unrealistic prospect of significant development within 5 years	Access cannot be achieved to Darcy Close from Rawlings Green	Detailed design stage has been reached and there is agreement in principle between land owners.
		Access cannot be achieved to Parsonage Way and A350	Detailed design stage has been reached and there is agreement in principle between land owners.
Unviable	Insufficient incentive for land owner/developer	There are 'big ticket' infrastructure items and it has not been established that a development can fund this	Developer has submitted planning application for SW Chippenham. No developer yet firmly associated with taking forward detailed proposals at Rawlings Green.

Outline Risk Register			
	Generic	Site Specific	Assessment
		and other policy requirements (such as affordable housing)	
		Inadequate level of affordable housing (less than 40%)	