

Chippenham Site Allocations Plan Proposed Changes to Pre-Submission Draft Plan

Wiltshire Council

ATKINS

Part Four: SA of Proposed Modifications

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Plan Design Enable

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1. Introduction

Following consultation on the Chippenham Site Allocations (CSA) Pre-Submission Draft Plan between February and April 2015, a number of changes were submitted by the Wiltshire Council to the Inspector in July 2015. A Sustainability Appraisal (SA) Note accompanied the submission. Further changes were subsequently suggested by the Council, and submitted to the Inspector, during the Examination of the Plan on 28 October 2015. Further changes have arisen as part of the Schedule of Works following the suspension of the Hearings in November 2015 and are being submitted to the Inspector.

This Part Four: SA of Proposed Modifications document sets out the modifications to the SA of the Chippenham Site Allocations Pre-Submission Draft Plan (July 2015) as a result of the changes suggested by the Council. It revises the July 2015 SA Note in view of the changes made since July 2015.

The SA of the changes 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 9 of this report.

2. Assessment of Changes

The Council's Schedule of Changes (April 2016) sets out changes to the Pre-Submission Draft CSA Plan. Table 2.2 shows the full set of proposed changes and considers their SA implications. The nature of each of the changes has been considered in order to establish implications with reference to the results in the SA Report of the Pre-Submission Draft Plan and the July 2015 SA Note. Where policies were deleted, their previous SA assessment has been removed from the SA. Where changes were considered to materially change a policy, a revision of the previous SA assessment has been undertaken. Where new policies have been added to the Draft CSA Plan new assessments have been undertaken.

Recommendations for improvement of the policies have been made where necessary. The Council has addressed such recommendations in the latest version of the revised Draft CSA Plan after the SA assessments have taken place. It should be noted that the Council responses to the latest set of SA recommendations have been included in the detailed assessment tables in Appendix B so as to inform the overall conclusions (presented in Chapter 8) about the sustainability of the consultation version of the revised Draft CSA Plan.

All four policies contained in the revised Draft CSA Plan have been the subject of assessment in this document:

- CH1 South West Chippenham
- CH2 Rawlings Green
- (New) CH4 Chippenham Riverside Country Parks
- (New) CH5 Strategic Transport Network

The revised Draft CSA Plan proposes two strategic mixed use site allocations as set out in Table 2.1.

Although further assessments have been undertaken for each individual policy and/or supporting text to the policy, they have also taken into consideration all other relevant policies in the Draft Plan and also the policies in the adopted Wiltshire Core Strategy to ensure a comprehensive assessment.

The assessment methodology utilised in the assessments is that described in Chapter 2 Methodology of Part One A: Chapters 1-6 (separate document).

Table 2.1 - Allocations in the revised Draft CSA Plan

Policy Number	Proposed allocations	Size of site (ha)	Total number of dwellings	Size of employment land (ha)	Country park (ha)	Type of site
CH1	South West Chippenham	171 (main site) 11 (extension sites)	1400	18	100 (approx.)	Greenfield and Brownfield
CH2	Rawlings Green	91	850	5	10 (approx.)	Greenfield

Table 2.2 - Changes to the Pre-Submission Draft Plan and SA implications

Note: Proposed change shows deleted text in ~~strike through~~ and new text in **bold**

Change no.	Para.	Date of change	Proposed Change	SA Implications
S1	1.6	July 2015	Add at the end of the bulleted list: “Evidence Paper 7 : Heritage Assets”	This modification was introduced to improve clarity. No SA implications.
S2	2.6	July 2015	<p>Insert additional paragraph 2.6a as follows:</p> <p>“The centre of Chippenham has a designated conservation area. The Chippenham Conservation Area Management Plan (Adopted April 2010 as Supplementary Planning Guidance) provides development guidelines, which include protecting the settings of these and other key assets within the town. The churches of St Andrew and St Paul have tall steeples and are prominent in views of the town. This prominence reflects a deliberate design intention, and the setting of these assets therefore includes the wider landscape in which they are experienced. There are a number of significant assets within the town including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Grade I listed The Ivy, The Yelde Hall and Sheldon Manor <input type="checkbox"/> Grade II* St Andrew’s Church, Hardenhuish House, St Paul’s Church and St Nicholas’s Church” 	<p>This modification was introduced to provide further context and highlights the existence of important heritage assets in Chippenham.</p> <p>It has no implications for the SA as the existence of important heritage assets is already considered in the SA of the site allocation policies.</p>
S3	Strategy box	July 2015	<p>Amend reference</p> <p>Wiltshire Core Strategy, adopted January 2015, paragraph 5.46 and 5.47 and 5.47a</p>	This modification was introduced to improve clarity. No SA implications.
S4	2.15	October 2015	<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>	<p>This modification was introduced to improve consistency with the published evidence.</p> <p>It has no SA implications as it has not changed the allocations made by the Draft Plan.</p>
S5	3.6	July 2015	<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. As well as facilities forming a part of development, this may, for instance, include strategic highway improvements that may be required to accommodate the impact of growth. The Core Strategy already identifies a number of improvements needed in Chippenham which need to be provided alongside development 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. Sustainable construction and low-carbon energy will be integral to the development of all strategic sites.”</p>	<p>This modification was introduced to provide further context to Plan objective 2: providing housing supported by appropriate infrastructure and clarifies that new improved infrastructure includes transport infrastructure encompassing the strategic road network, and health infrastructure.</p> <p>It has no implications for the SA.</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
S6	3.7	July 2015	Amend paragraph 3.7 as follows: “In relation to primary education there is a desire to rationalise primary school provision to include more two form entry schools as this size has advantages in revenue funding, sustainability and in teaching and learning. The revenue funding advantages include being able to achieve significant economies of scale, being more able to employ specialist staff and having a larger base budget that is more able to cope with fluctuations in income that result from changing pupil numbers. The proposals of the plan should seek to enable this change therefore focus on provision for two form entry primary schools as a part of the development of strategic sites. ”.	This modification is a factual update to the approach to delivering Plan objective 2: providing housing supported by appropriate infrastructure. It has been considered in the revised SA of Policies CH1 and CH2 (Chapters 3 and 4).
S7	3.8	July 2015	Amend paragraph 3.8 as follows “Improvements are planned to improve how the A350 works and development at Chippenham must not undo these benefits. Congested road corridors and junctions within the town impede and can deter travel to the town's businesses, services and facilities. In particular, congestion in and around the town centre, as recognised by the Chippenham Vision, needs to be addressed as a part of planning for the town's growth. This also goes for management measures to prevent negative impacts on junction 17 of the M4 motorway. Joint working with Highways England helps to identify the cumulative impacts of growth on the strategic road network and will inform measures to improve junction 17. ”	This modification was introduced to provide further context to Plan objective 3: improving connectivity and reducing traffic impacts, clarifying how the Plan objective requires traffic impacts on the wider road network to be managed, in particular M4 junction 17. It has been considered in the revised SA of Policies CH1 and CH2 (Chapters 3 and 4).
S8	3.11	July 2015	Amend paragraph 3.11 as follows “The allocation and development of strategic sites will inevitably bring about fundamental change from rural to urban to areas around the town. The landscape surrounding Chippenham provides the setting to the settlement, defining its edges and also providing characteristic glimpses from the town out to the countryside. Evidence Paper 4: Landscape Assessment (26) also raised specific concerns about protecting the setting and historic value of the conservation areas and heritage assets within each Strategic Area. Development should seek to respect the important landscape features that make up this character and look to capitalise on opportunities to protect and enhance local heritage assets as well as biodiversity.”	This modification was introduced to clarify that heritage assessment was a key part of the evidence alongside landscape impact for Plan objective 5: minimising landscape impact and protecting the natural, historic and built environment. It has been considered in the revised SA of Policies CH1 and CH2 (Chapters 3 and 4).
S9	4.3	July 2015	Amend paragraph 4.3 as follows “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 therefore indicates that the residual requirement at Chippenham is now at least 4,935 1780 homes.”	This modification was introduced to clarify how the scale of Greenfield land required has been estimated. It has SA implications as it has changed the allocations made by the Draft Plan (see Chapters 3 and 4).
S10	4.4	April 2016	Amend first sentence as follows:	This modification was introduced to improve clarity. No implications for the SA.

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Change no.	Para.	Date of change	Proposed Change				SA Implications	
			"The Housing commitments at April 2014 form part of the development strategy for Chippenham 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."					
S11	4.5	April 2016	Amend paragraph 4.5 as follows: "This site for 750 homes and 2.7 hectares of employment land (12/00560/OUT) was approved subject to the signing of a section 106 agreement in April 2014. The final determination of the planning application and future applications on the site will be made in accordance with the relevant policies within the Wiltshire Core Strategy as well as the infrastructure requirements for Chippenham as a whole, as identified within the Chippenham Site Allocations Plan and the Infrastructure Delivery Plan. This site will deliver:"				This modification was introduced to provide a factual update linked to the further revisions to Policy CH2. No implications for the SA.	
S12	4.5	July 2015	Amend paragraph 4.5 as follows "This site will deliver: <ul style="list-style-type: none">• A link road between Malmesbury Road (A350) and Maud Heath Causeway which will become the first section of an eastern link road through to the A4• Provision for the long term protection and management of Birds Marsh Wood• Land for a one form entry primary school• Contributions to include: public open space, leisure provision, highway improvements and education contributions."				This modification removes the reference to school provision to reflect revised requirements and the introduction of Community Infrastructure Levy for the North Chippenham site which is a site already approved by the Council and not part of the Chippenham Site Allocations Draft Plan. No SA implications.	
S13	4.6	July 2015	Amend paragraph 4.6 as follows "This site will deliver: <ul style="list-style-type: none">• Off-site highways works including to Pheasant roundabout;• Provision of new bus to allow dedicated service to run through the site;• The delivery of land for a primary school;• New Hill Top Park of 4.5 hectares;• Contributions to include: public open space, leisure provision, highway improvements and education contributions."				This modification removes the reference to school provision to reflect revised requirements and the introduction of Community Infrastructure Levy for the Hunters Moon site which is a site already approved by the Council and not part of the Chippenham Site Allocations Draft Plan. No SA implications.	
S14	Table 4.1	April 2016	Amend table 4.1 as follows:				This modification was introduced as factual update. It has implications for the SA as it amends the residual requirement for housing.	
			Core Strategy Requirement	Completions 2006-2014 2015	Commitments April 2014 2015	Residual Requirement		
			4510	995-1015	1580-1715	1935-1780		

Change no.	Para.	Date of change	Proposed Change	SA Implications										
S15	Table 4.2	April 2016	<p>Amend table 4.2 as follows:</p> <table> <tr> <td>Core Strategy Requirement</td><td>Completions 2006-2014 2015</td><td>Commitments April 2014 2015</td><td>Residual Requirement</td><td></td></tr> <tr> <td>26.5ha</td><td>0ha</td><td>5.0ha</td><td>21.5ha</td><td></td></tr> </table>	Core Strategy Requirement	Completions 2006-2014 2015	Commitments April 2014 2015	Residual Requirement		26.5ha	0ha	5.0ha	21.5ha		<p>This modification was introduced as factual update. It has no implications for the SA as the residual requirements for employment remains the same.</p>
Core Strategy Requirement	Completions 2006-2014 2015	Commitments April 2014 2015	Residual Requirement											
26.5ha	0ha	5.0ha	21.5ha											
S16	4.1—4.24	April 2016	<p>Delete paragraphs 4.10 to 4.24 and replace as follows:</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 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.</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.</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. 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 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 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</p>	<p>This modification reports the enhanced methodology and summarises the revised proposals. It has implications for the SA.</p>										

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>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 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>4.16 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 business uses.</p> <p>The Proposals</p> <p>4.17 The assessment of strategic areas, site options and alternative strategies is set out in detail in the Chippenham Site Allocations Plan: Site Selection Report (April 2016). The preferred strategy represents a combination of development concepts that capitalise on the locational advantage of the A350 corridor.</p> <p>4.18 The Council has already granted 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-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>South West Chippenham</p> <p>4.19 Within Area E, 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 site is identified for approximately 1,000 new</p>	

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			<p>dwelling and 18ha land for employment. The housing trajectory indicates that about 850 dwellings could be built in the remainder of the Plan period, looking to 2026 (see Table 6.1).</p> <p>Rawlings Green</p> <p>4.20 Rawlings Green 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. Proposals require a low density of development and extensive strategic landscaping is identified for development at Rawlings Green. This would be capable of 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. This new road link will continue 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.</p> <p>4.21 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 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 scale of development recognises the additional complexity of ensuring deliverable. 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 for continuity in the provision of land for business and jobs as part of an employment led 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 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> <p>4.22 Development at Rawlings Green involves building new roads in step with the development 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.</p> <p>4.23 The proposals in the Chippenham Site Allocations Plan must be read in conjunction with the Wiltshire Core Strategy. Proposals for new development will be considered against all relevant policies,</p>	

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			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)."	
S57	4.21	Deleted April 2106	Amend paragraph 4.21 as follows "This area has no obvious features that form a logical natural boundary. A chosen site option creates a new potential boundary by taking a new distributor road to form a corridor that would provide visual containment and an attractive edge to the town following a similar approach used for the existing Pewsham area in the south of the town and as proposed at North Chippenham."	This modification was introduced to improve clarity. See change S16.
S58	4.21	Deleted April 2016	A key outcome of the development strategy is delivery of an Eastern Link Road. This will be provided as a part of the development of Rawlings Green and East Chippenham. Development committed at North Chippenham provides the northern section linking the A350 to the Rawlings Green proposal. Each of the Plan 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 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.	This modification was introduced to improve clarity. See change S16.
S59	4.23	Deleted April 2016	.24b Preferred areas for strategic sites have been selected using the six criteria contained in Core Policy 10 of the Wiltshire Core Strategy. Two of these concern transport and accessibility. They include, in the balance of considerations, how development might offer wider transport benefits for the existing community, how they achieve access to the local and primary road network and are capable of redressing transport impacts, including impacts affecting the attractiveness of the town centre. 4.24c In assessing how to deliver these objectives the evidence suggested that there was an opportunity to capitalise on the dependencies which exist between strategic areas A, B and C to deliver growth and supporting infrastructure which is more advantageous, in transport and accessibility terms, than completely dispersed growth. [Insert footnote reference to paragraph 7.13, Part 1 of Evidence Paper 3] 4.24d A link road around the town connecting the A4 to the A350 can help to relieve traffic within the built up area and particularly the town centre. Modelling traffic patterns shows a link north	This modification was introduced to improve clarity. See change S16.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>east of the town provides a greater benefit than south of the town. Such a link through Strategic Areas A, B and C can help unlock the town's long term development potential.</p> <p>4.24e New roads are necessary to serve the development of both Rawlings Green and East Chippenham. Each site requires more than one point of access onto the road network. The proposal therefore is that the main access roads for each development connect together and to that committed at North Chippenham so they deliver an Eastern Link Road that can provide infrastructure benefitting the whole town.</p> <p>4.24f The committed development at North Chippenham includes a road which will link the A350 from Malmesbury Road roundabout to the B4069. Proposals for Rawlings Green include the provision of the Cocklebury Link Road (defined</p> <p>in Policy CH2) to continue this road over the railway to serve the development and provide a second access from the Monkton Park area that allows traffic to avoid the town centre. The master plan for Rawlings Green will also consider provision of the Eastern Link Road from the junction with the B4069. The completion of the link over the river to the A4 is included as a requirement for the East Chippenham site.</p> <p>4.24g Proposals for East Chippenham will complete the link to the A4. Along with the precise alignment of the road, a detailed design treatment for the road corridor will be determined at the master planning stage of the development process for each proposal.</p>	
S17	4.23a	July 2015	<p>Insert sub heading after paragraph 4.23 Consideration of planning applications and new paragraph 4.23a after existing:</p> <p><u>"Master plans</u></p> <p>The following proposals establish the principles of development at South West Chippenham, 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 CH1, 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 landscape grounds.</p>	<p>This modification was introduced to clarify the relationship between policies CH1-3 and the role and purpose of master plans.</p> <p>This modification has SA implications which have been considered as part of the re-assessments for revised policies CH1 and CH2 (Chapters 3 and 4).</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>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.</p> <p>A master plan will also include an explanation and show the nature and location of surface water management measures.”</p>	
S60	4.24b	Deleted April 2016	<p>4.24b Preferred areas for strategic sites have been selected using the six criteria contained in Core Policy 10 of the Wiltshire Core Strategy. Two of these concern transport and accessibility. They include, in the balance of considerations, how development might offer wider transport benefits for the existing community, how they achieve access to the local and primary road network and are capable of redressing transport impacts, including impacts affecting the attractiveness of the town centre.</p> <p>4.24c In assessing how to deliver these objectives the evidence suggested that there was an opportunity to capitalise on the dependencies which exist between strategic areas A, B and C to deliver growth and supporting infrastructure which is more advantageous, in transport and accessibility terms, than completely dispersed growth. [Insert footnote reference to paragraph 7.13, Part 1 of Evidence Paper 3]</p> <p>4.24d A link road around the town connecting the A4 to the A350 can help to relieve traffic within the built up area and particularly the town centre. Modelling traffic patterns shows a link north east of the town provides a greater benefit than south of the town. Such a link through Strategic Areas A, B and C can help unlock the town's long term development potential.</p> <p>4.24e New roads are necessary to serve the development of both Rawlings Green and East Chippenham. Each site requires more than one point of access onto the road network. The proposal therefore is that the main access roads for each development connect together and to that committed at North Chippenham so they deliver an Eastern Link Road that can provide infrastructure benefitting the whole town.</p> <p>4.24f The committed development at North Chippenham includes a road which will link the A350 from Malmesbury Road roundabout to the B4069. Proposals for Rawlings Green include the provision of the Cocklebury Link Road (defined</p> <p>in Policy CH2) to continue this road over the railway to serve the development and provide a second access from the Monkton Park area that allows traffic to avoid the town centre. The master plan for Rawlings Green will also consider provision of the Eastern Link Road from</p>	No SA implications.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>the junction with the B4069. The completion of the link over the river to the A4 is included as a requirement for the East Chippenham site.</p> <p>4.24g – Proposals for East Chippenham will complete the link to the A4. Along with the precise alignment of the road, a detailed design treatment for the road corridor will be determined at the master planning stage of the development process for each proposal.</p>	
S18	Figure 4.1	April 2016	Replace figure 4.1 as shown in appendix 1.	Modification introduced to clarify revised CH1 allocation. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S19	CH1	April 2016	<p>Replace Policy CH1 with the following policy</p> <p>Policy CH 1</p> <p>South West Chippenham</p> <p>Main site</p> <p>Approximately 171ha of land at South West 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"> • 1,000 dwellings • 18ha of land for employment (B1, B2, and B8 uses of the Use Classes Order) Land for a 2 Form Entry primary school • A local centre • Approximately 100ha 404ha 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 or a set of comprehensive transport improvement measures of equivalent benefit <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 provision of sufficient school capacity to meet the need created by the development 3. 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 of the 50th dwelling 4. a pedestrian and cycle route across the River Avon connecting to the town centre enhanced routes for cycling and walking to and from the town centre 	This modification reflects the proposed amendments to the South West Chippenham allocation. SA implications have been considered in the re-assessment of Policy CH1 (Chapter 3).

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>5. a design and layout that preserves or enhances the importance and settings to designated heritage assets</p> <p>6. Design and layout of development must not prohibit a potential future road connection to land to the east</p> <p>7. measures to enhance the character of the Rowden conservation area</p> <p>Development will take place in accordance with a main masterplan for the site, as shown on the policies map, approved by the Council prior to commencement. 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.</p> <p>Extension Sites</p> <p>Approximately 11ha of 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"> • Up to 400 dwellings • strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting <p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. functional integration with the main site in terms of meeting local community needs and traffic management 2. that adequate infrastructure is available to serve the needs of the development 3. financial contributions towards provision of new schools and other infrastructure necessary to enable development to proceed 4. surface water management that achieves equivalent or less than current Greenfield rates of run-off 5. a design and layout that preserves the importance and settings to designated heritage assets 	
S61	CH1	<p>July 2015</p> <p>Incorporated into change S19 April 2016</p>	<p>Amend bullet point 5 as follows:</p> <p>“104ha as a riverside country park”</p> <p>“Approximately 100ha as a riverside country park”</p>	<p>This modification has been introduced to Policy CH1 South West Chippenham to reflect the fact that the area depicted as a riverside park in the planning application 14/12118 and within the control of the developer is a smaller area of 78ha. The CH1 policy requirement has been amended to say approximately 100ha to reflect position emerging in relation to planning application 14/12118 and allowing also requirements which emerge in the management plan for CH4.</p> <p>This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
S62	CH1	July 2015	Amend requirement (2) in policy CH1 “2. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development. ”	This modification has been introduced to reflect the introduction of Community Infrastructure Levy charge rates whilst ensuring necessary school capacity and site viability. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S63	CH1	July 2015 Incorporated into change S5/07 April 2016	Amend requirement (3) in policy CH1 “3. serviced land for employment is available for development before the completion occupation of the 50th dwelling”	This change has been superseded by Statement of Common Ground with Crest Nicholson and Redcliffe Homes.
S64	CH1	July 2015 Incorporated into change S19 April 2016	Amend requirement (4) in policy CH1 “4. a pedestrian and cycle route across the River Avon connecting to the town centre Enhanced routes for cycling and walking to and from the town centre ”	This modification has been introduced to reflect Policy CH4 in that one of the purposes of the country park is to help integrate strategic sites with the town. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S65	CH1	July 2015 Incorporated into change S19 April 2016	Amend requirement (5) in policy CH1 “5. a design and layout that preserves or enhances the importance and settings to designated heritage assets”	This modification has been introduced to provide wording to match statutory duty to have regard to the need to preserve or enhance designated conservation areas. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S66	CH1	October 2015 Incorporated into change S19 April 2016	Amend Policy CH1 as follows: No more than 800 homes to be completed before the Cocklebury Link Road (from the A350 to Cocklebury Lane) is open for use or a set of comprehensive transport improvement measures of equivalent benefit. Reason: To recognise that although the transport evidence highlights that cumulative impact of development need to be acknowledged and dealt with and the Cocklebury Link Road is necessary, that	This modification reflects the Statement of Common Ground with Crest Nicholson and Redcliffe Homes. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).

Change no.	Para.	Date of change	Proposed Change	SA Implications
			where CH1 SW Chippenham is concerned, there may be other appropriate transport solutions to mitigate the impacts.	
S67	5.2	October 2015 Incorporated into change S19 April 2016	<p><u>Amend Paragraph 5.2 as follows</u></p> <p>“A key element of these proposals is the early release of serviced land for employment development for a range of uses. 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</p> <p>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.”</p> <p>Reason: To provide clarity on the content of a marketing strategy for the employment site.</p>	This modification reflects the Statement of Common Ground with Crest Nicholson and Redcliffe Homes. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S20	CH1	July 2015 Incorporated into change S5/07 April 2016	<p>Amend final sentence of CH1 as follows:</p> <p>“Development will take place in accordance with a master plan for the site approved by the Council prior to commencement. 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.”</p>	<p>This modification has been introduced to refer to the need for a master plan to support any planning application. It aids the clarity of the plan to explain the relationship between the plans policies, the master plan process and the evidence necessary to support a planning application.</p> <p>This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).</p>
S21	Figure 5.1	April 2016	Replace figure 5.1 as shown in appendix 1.	This modification has been introduced to improve clarity about the revised proposals. No implications for the SA.
S22	5.1	April 2016	<p>Amend paragraph 5.1 as follows:</p> <p>“The development of this area requires a comprehensive treatment to the western side of the River Avon south of Chippenham. To support a supply of deliverable land, treatment of the site will be divided between a main site and expansion sites.</p> <p>The main site will provide a mixed use development. Much smaller expansion sites are likely to provide additional housing once the main site progresses and as the urban area is extended outwards from the town.</p> <p>Development will therefore be led by a single master plan for a predominant part of the site, the main site, as shown on the policies map. Proposals for this site are well advanced and this site will set in</p>	<p>This modification has been introduced to clarify development proposals for allocation CH1.</p> <p>This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
			place employment land, land for a new school and other infrastructure. It is envisaged that further opportunities for development will arise as development envelopes the other parcels of land, the expansion sites, but as the detailed design and timing of these sites has yet to be determined, they need not form part of the main site masterplan."	
S23	5.2	July 2015	Amend paragraph 5.2 as follows: "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. 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. "	This modification has been introduced to the supporting text of Policy CH1 to explain that it may be necessary to provide a new access onto the A350 in the interests of highway function and economic growth. This modification has no SA implications as no allocation is being made for this potential direct access.
S24	5.3	July 2015 Updated April 2016	Amend paragraph 5.3 as follows: The main 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 provide linkages through development to the wider countryside and retain the distinctive enclosed mature setting to the landscape. Master plan work must address environmental issues around Patterdown Rifle Range operating within the allocation. Detailed design should also recognise the generally higher level of the road to the town."	This modification was introduced to highlight the need for master planning to address issues around the gun club currently operating within the site. Updated to add reference to the main site in allocation CH1. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S69	5.4	July 2015	Delete paragraph 5.4 as follows: " To help limit traffic impacts, housing development will commence adjacent to the B4528 between Showell Farm and Milbourne Farm toward the south of the allocation. "	This paragraph deletion has been introduced as it refers to the exact same area that is highlighted for residential development in Fig 5.1. No SA implications.
S68	5.5	July 2015 Deleted April 2016	Amend paragraph 5.5. as follows: " 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. 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. 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	This modification has been introduced to clarify how new development should best preserve the importance of an important heritage asset. It has been superseded.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			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.	
S25	5.5	October 2015	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. 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. 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.	This modification has been introduced to better explain how Heritage Assets will be protected through the application process. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S26	5.6	April 2016	Amend paragraph 5.6 as follows: "Land will be reserved within the scheme main site for a two form entry primary school. The estimated needs generated by the development of the main site itself do not by themselves require two forms of entry but reserving land allows for future expansion to accommodate the needs from development elsewhere within the allocation or likely beyond the plan period."	This modification has been introduced to add references to the main site in allocation CH1. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S27	5.7	July 2015 Incorporates October 2015 change 5/01	Amend paragraph 5.7 as follows: "If a river footbridge is considered as part of the master plan process it should be 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 and bat flight lines . A riverside country park will be managed to promote good pedestrian and cycle access to and from the town centre."	This modification was introduced to clarify the extent of transport improvements required as a part of the development. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S28	5.8	July 2015	Additional sentence at the beginning of the paragraph 5.8 " 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. "	This modification has been introduced to provide additional text explaining standards for additional open space and formal sports provision that will be required as a part of development. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S70	5.9	July 2015	Delete last sentence of paragraph 5.9:	This deletion has been introduced as through the delivery of green infrastructure this land will perform a biodiversity

Change no.	Para.	Date of change	Proposed Change	SA Implications
			“An area in the northwestern part of the site around Patterdown should also be left undeveloped and incorporated into green space, enhanced for great crested newts through the creation of ponds and other wetland habitats, scrub and woodland”	and visual function in addition to flood risk management. Opportunities for biodiversity enhancement will be included in the management plan for the country parks (Policy CH4). No SA implications.
S29	Footnote	July 2015	New footnote “Policies CF2 and CF3 North Wiltshire Local Plan 2011-Adopted June 2006 are set to be replaced by a new policy resulting from a partial review of the Wiltshire Core Strategy.”	This modification was introduced to clarify current and emerging policy. No SA implications.
S30	5.10	July 2015	Amend paragraph 5.10 as follows: “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. ”	This modification was introduced to clarify the most appropriate means to manage surface water and establishes the need to undertake water supply improvements as soon as possible. This modification may have SA implications which have been considered in the re-assessment of Policy CH1 (Chapter 3).
S31	Figure 5.2	April 2016	Replace figure 5.2 as shown in appendix 1	Modification introduced to clarify revised CH2 allocation. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S32	CH2	July 2015	Amend 4 th bullet of CH2 point as follows: “Distributor standard road That part of the Eastern Link Road from the B4069 Parsonage Way to the eastern boundary of the site, including connection over the main railway line-, and a road from this distributor standard road Eastern Link Road to Darcy Close (Cocklebury Link Road)”	This modification was introduced to clarify the timing and extent of road improvements required as a part of the development at Rawlings Green. No SA implications.
S33	CH2	July 2015	Amend bullet 6 of CH2 as follows: “ a an approximately 10ha Country Park along the northern edge of new development linking to the existing recreation areas along the river to Monkton Park area.”	This modification was introduced to indicate that the precise extent of country park will be determined through the master planning process. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).

Change no.	Para.	Date of change	Proposed Change	SA Implications
S34	CH2	July 2015	Amend requirement (2) in policy CH2 “2. the connection to Darcy Close and a road crossing of the railway to be open for use before the completion of the the Eastern Link Road, completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of more than 200th dwellings ”	This modification was introduced to clarify the timing and extent of road improvements required as a part of the development. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S35	CH2	July 2015	Amend requirement (3) in policy CH2 “2. Financial contributions toward provision of new schools provision of sufficient school capacity to meet the needs created by the development. ”	This modification was introduced to reflect the introduction of Community Infrastructure Levy charge rates whilst ensuring necessary school capacity and site viability. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S36	CH2	July 2015	Amend final paragraph of policy CH2 All other aspects of development will take place in accordance with a master plan for the site approved by the Council prior to commencement. 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. ”	This modification has been introduced to refer to the need for a master plan to support any planning application. It aids the clarity of the plan to explain the relationship between the plans policies, the master plan process and the evidence necessary to support a planning application. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S37	CH2	April 2016	Additional criterion 5 Design and layout of development must not prohibit a potential future road connection to land across the river to the south-east.	This modification has been introduced to ensure that development does not undermine the future development of the town. No SA implications.
S38	5.11	July 2015	Amend paragraph 5.11 as follows “Connection to the drainage network will also require enhancements off site. Any improvements to the water supply need to be put in place at the earliest opportunity. 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. These must take account of ground conditions and ensure sufficient land is set aside at the master plan stage. ”	This modification was introduced to clarify the most appropriate means to manage surface water and establish the need to undertake water supply improvements as soon as possible. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S39	5.12	April 2016	“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	This modification has been introduced to clarify the areas that could be affected. No SA implications.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			influence of Chippenham over a much wider area. 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:"	This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S40	5.16	July 2015	Amend paragraph 5.16 as follows 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 likely beyond the plan period. this school will also be necessary to meet needs generated by development at North Chippenham."	This modification provides a revised rationale for this element of the scheme reflecting new evidence on how best to provide local school capacity. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S41	5.16	July 2015	Additional sentence to paragraph 5.16 as follows (See change 24 for footnote): "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."	This modification provides additional text explaining standards for additional open space and formal sports provision that will be required as a part of development. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S42	5.17	April 2016	Amend paragraph 5.17 as follows: "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. This should include enhancing the attractiveness of the North Wiltshire Rivers Way. 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 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."	This modification requires the consideration of the North Wiltshire Rivers Way. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S43	5.18	July 2015	Additional sentence to paragraph 5.18 as follows: "Land will be reserved in the vicinity of the western 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"	This modification provides additional text clarifying responsibilities for delivering this part of an Eastern Link Road. This modification may have SA implications which have been considered in the re-assessment of Policy CH2 (Chapter 4).
S44	5.18	April 2016	Add additional sub-heading and paragraphs after paragraph 5.18	This modification provides further clarity on the Cocklebury Link Road. This modification may have SA implications

		<p>Cocklebury Link Road</p> <p>6.1 Rawlings Green is of a scale that it is necessary for it to have at least two different points of access.</p> <p>5.32 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 just two accesses. Development of the site requires construction of a link road from Cocklebury Road via Darcy Close to Parsonage Way and the B4069.</p> <p>5.33 The overall result is a new route around Chippenham; a Cocklebury Link Road Road. This is necessary for development to be acceptable and is directly related to the development, appropriate in scale and kind. It will be an express part of any development scheme permitted and built by the site's developers.</p> <p>5.34 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.</p> <p>5.35 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.</p> <p>5.36 Once complete and the benefits of the Cocklebury Link Road, in particular for residents of Monkton Park, are:</p> <ul style="list-style-type: none"> • 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 single-carriageway route; • 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 • When the complete Eastern Link Road is open, and dwelling numbers are at the levels proposed in the Chippenham Site Allocations Plan to 2026, traffic flows and delays on Cocklebury Road / Station Hill are forecast to be 10-15% lower than experienced now. <p>5.37 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.</p>	<p>which have been considered in the re-assessment of Policy CH2 (Chapter 4).</p>
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Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>Sufficient commercial incentive exists to ensure that developer will comply. The delivery framework explains responsibilities and additional steps necessary to co-ordinate timely completion.</p> <p>The policies map shows geographically an alignment for the road.</p>	
S71	CH3	April 2016	<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 development — 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"> 1. surface water management that can achieve less than current Greenfield rates of run-off and decreases flood risks 2. a road crossing of the River Avon open for use before the completion occupation of the 400th dwelling 3. the Eastern Link Road open for use in its entirety between the A350 Malmesbury Road and the A4 by completion the occupation of the 750th dwelling 4. serviced land for employment is available for development before the completion of the 50th dwelling 5. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development 6. 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. 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."</p>	<p>This modification has been introduced to reflect that proposals for East Chippenham (CH3) have been removed from the Plan. SA has reported the likely effects of alternative development strategies that include these proposals and those that do not, including the selected one taken forward as the preferred strategy (See separate document Part 3 – SA of Alternative Development Strategies). This step carries out further assessments for all the policies that will be contained in the preferred strategy. The revised Sustainability Appraisal Note also reviews the combined effects of those policies."</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
S5/17	Figure 5.3	April 2016	Delete figure 5.3	This modification has been introduced to reflect the removal of allocation CH3 from the plan. See above.
S5/18	5.19-5.31	April 2016	<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 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. Any improvements to the water supply and foul drainage network need to be put in place at the earliest opportunity. 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. 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.</p> <p>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.</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 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; 	This modification has been introduced to reflect the removal of allocation CH3 from the plan. See above.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<ul style="list-style-type: none"> 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; 1.—— 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; 2.—— 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; 	
S45	Policy CH4	April 2016	Amend first sentence of policy CH4 as follows: “Land adjacent to and relating to the River Avon running through the allocations at South West Chippenham and Rawlings Green and East Chippenham will be developed for use as country parks, to include the following uses.”	This modification has been introduced to improve clarity. See above.
S46	5.32	April 2016	Amend penultimate sentence of paragraph 5.32 as follows: “A key role will also be for these areas to provide improvements to the rights of way network through introducing new green corridors., especially to and from the town centre but also other destinations like Abbeyfield School.. “	This modification has been introduced to improve clarity. See above.
S47	5.33	April 2016	Amend penultimate sentence paragraph 5.33 as follows: “Indicative aAreas are shown on the policies map and in figures 5.1, and 5.2 and 5.3 above. ”	This modification has been introduced to improve clarity. See above.
S72	CH3	July 2015 Deleted April 2016	Amend bullet 6 in policy CH3 as follows “ 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)”	This modification has been introduced to improve clarity. See above.
S73	CH3	July 2015 Deleted April 2016	Amend bullet 7 in policy CH3 as follows “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.”	This modification has been introduced to improve clarity. See above.
S74	CH3	July 2015 Deleted April 2016	Amend bullet 8 in policy CH3 as follows “ a an approximately 35ha Country Park along the western side of new development.”	This modification has been introduced to improve clarity. See above.

Change no.	Para.	Date of change	Proposed Change	SA Implications
S75	CH3	July 2015 Deleted April 2016	Amend bullet 9 in policy CH3 as follows “no more than 400 homes to be completed occupied before the Cocklebury Link Road is open for use.”	This modification has been introduced to improve clarity. See above.
S76	CH3	July 2015 Deleted April 2016	Amend requirement (2) in policy CH3 as follows “2. a road crossing of the River Avon open for use before the completion occupation of the 400 th dwelling”	This modification has been introduced to improve clarity. See above.
S77	CH3	July 2015 Deleted April 2016	Amend requirement (3) in policy CH3 as follows “3. the Eastern Link Road open for use in its entirety between the A350 Malmesbury Road and the A4 by completion the occupation of the 750th dwelling	This modification has been introduced to improve clarity. See above.
S78	CH3	July 2015 Deleted April 2016	Amend requirement (5) in policy CH3 as follows “5. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development. ”	This modification has been introduced to improve clarity. See above.
S79	CH3	July 2015 Deleted April 2016	Amend final paragraph in policy CH3 as follows “Development will take place in accordance with a master plan for the site approved by the Council prior to commencement. 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. ”	This modification has been introduced to improve clarity. See above.
S80	Figure 5.3	July 2015 Deleted April 2016	Amend Figure 5.3 and Appendix 1 The boundary to CH3 should be re-aligned as shown in appendix 1, below	This modification has been introduced to improve clarity. See above.
S82	5.19	July 2015 Deleted April 2016 (see S5/18 above)	Amend paragraph 5.19 as follows and new paragraph 5.19a 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. Any improvements to the water supply need to be put in place at the earliest opportunity. 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. A sustainable urban drainage system will need to be designed and built to take into account	This modification has been introduced to improve clarity. See above.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>'clayey-loamey' ground conditions and sufficient land outside flood risk areas will need to be set aside at the master plan stage.</p> <p>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."</p>	
S84	5.20	July 2015 Deleted April 2016	<p>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 focusing on needs up to and beyond 2026 unless specific proposals for inward investment appropriate to Chippenham come forward that cannot be accommodated on existing and other employment sites</p>	This modification has been introduced to improve clarity. See above.
S85	5.28	July 2015 Deleted April 2016	<p>Additional sentence at the beginning of the paragraph 5.28 (See change 24 for footnote)</p> <p>"Development plan policies⁴ set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development."</p>	This modification has been introduced to improve clarity. See above.
S86	5.29	July 2015 Deleted April 2016	<p>Amend paragraph 5.29 as follows:</p> <p>"The riverside park would be central to creating attractive routes for walkers and cyclists. The pedestrian and cycle network should also be improved through the enhancement of the existing and provision of new routes, to retain the attractiveness of the Chippenham– Calne cycleway and in particular specifically to increase the accessibility of Abbeyfield School, Stanley Park and the riverside to the existing urban area."</p>	This modification has been introduced to improve clarity. See above.
S87	5.30	July 2015 Deleted April 2016	<p>Amend paragraph 5.30 as follows</p> <p>"Development is expected to commence from a southern access to the A4. 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. This will inevitably put an additional burden on this corridor into the town. Completion of a the Cocklebury Link Road link and an the Eastern Link Road 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 can be provided before the Cocklebury Link Road Link should be is in place. A new bridge over the River Avon can then connect to the Rawlings Green part of this infrastructure and the rates and quantum of development can then increase. An Eastern Link Road to the A4 will be built in step with development and needs to be in place by the completion of the 750th dwelling."</p>	This modification has been introduced to improve clarity. See above.
S88	5.31	July 2015	Delete paragraph 5.31	This modification has been introduced to improve clarity. See above.

Change no.	Para.	Date of change	Proposed Change	SA Implications
		Deleted April 2016 (see S5/18 above)	"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"	
S45	CH4	April 2016	Amend first sentence of policy CH4 as follows: "Land adjacent to and relating to the River Avon running through the allocations at South West Chippenham and Rawlings Green and East Chippenham will be developed for use as country parks, to include the following uses."	This modification has been introduced to improve clarity. See above.
S46	5.32	April 2016	Amend penultimate sentence of paragraph 5.32 as follows: "A key role will also be for these areas to provide improvements to the rights of way network through introducing new green corridors, especially to and from the town centre but also other destinations like Abbeyfield School. "	This modification has been introduced to improve clarity. See above.
S47	5.33	April 2016	Amend penultimate sentence paragraph 5.33 as follows: " Indicative Areas are shown on the policies map and in figures 5.1, and 5.2 and 5.3 above. "	
S48	5.33	July 2015 Amended 2016	Amend paragraph 5.33 as follows "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. 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 and necessary for it to proceed. Indicative areas are shown on Figures 5.1, 5.2 and 5.3 above It is envisaged that the long term management of the country parks will be secured through planning obligations relating to individual sites. Further work is being undertaken to develop the ownership, governance and detailed management of the Country Parks."	This modification to the supporting text of Policy CH4 Chippenham Riverside Country Parks clarifies how the proposal will be taken forward through the planning process. SA of Policy CH4 has been undertaken in this SA Note as this policy arose as a recommendation of the SA Report that accompanied the Pre-Submission Draft Plan on consultation. This modification will be considered in the context of the SA of Policy CH4 (Chapter 5).
S49	5.33	April 2016	Amend penultimate sentence paragraph 5.33 as follows: " Indicative Areas are shown on the policies map and in figures 5.1, and 5.2 and 5.3 above. "	This modification has been introduced to reflect the removal of allocation CH3 from the plan. This needs to be reflected in the revised SA.
S50		April 2016	Insert New Policy CH5 and paragraphs 5.34 and 5.35 Policy CH5 Strategic Transport Network (A350 at J17 of M4)	This modification has been introduced to recognise the cumulative impact of development on the strategic transport network and adds a new policy which will need to be considered by the SA.

Change no.	Para.	Date of change	Proposed Change	SA Implications																														
			<p>Work will be undertaken in collaboration with Highways England to develop and improve the Strategic Transport Network to support the objectives and policies of the Chippenham Site Allocations Plan. The following improvements to enhance the Strategic Transport Network will be progressed:</p> <ul style="list-style-type: none"> Part signalisation of Junction 17 of the M4 to mitigate the cumulative impact of development on this junction and unlock Chippenham's potential for growth as a Principal Settlement in Wiltshire. Further detailed study will be undertaken to agree a detailed scheme design which will incorporate protection for the geological SSSI associated with the west bound off slip road. 																															
S51		April 2016	<p>5.34 The strategic transport network is illustrated in Figure 4.1a of the Wiltshire Core Strategy [add footnote reference] 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.[add footnote reference to Wiltshire Core Strategy core policy 66 and paragraph 6.174] 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 [add footnote reference].</p> <p>5.35 Working in conjunction with Highways England, evidence has shown that the 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. [add footnote reference to the evidence] Policy CH5, above, recognises 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.</p>	This modification supports the introduction of new policy CH5 and will be considered in the assessment of this new policy (Chapter 6).																														
S52	Table 6.1	Table 6.1	<p>Replace table 6.1 as shown in appendix 1</p> <table border="1"> <thead> <tr> <th>Year</th><th>Rawling's Green (B1)</th><th>SW Chippenham (E5)</th><th>Annual Total</th><th>Cumulative Total</th></tr> </thead> <tbody> <tr> <td>2017</td><td></td><td></td><td></td><td></td></tr> <tr> <td>2018</td><td></td><td>60</td><td>60</td><td>60</td></tr> <tr> <td>2019</td><td>45</td><td>175</td><td>220</td><td>280</td></tr> <tr> <td>2020</td><td>80</td><td>175</td><td>255</td><td>535</td></tr> <tr> <td>2021</td><td>80</td><td>175</td><td>255</td><td>790</td></tr> </tbody> </table>	Year	Rawling's Green (B1)	SW Chippenham (E5)	Annual Total	Cumulative Total	2017					2018		60	60	60	2019	45	175	220	280	2020	80	175	255	535	2021	80	175	255	790	No SA implications.
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S53	6.4 - 6.6	July 2015	<p>Amend paragraphs 6.4 – 6.6</p> <p>“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 contributes 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>The Draft Charging Schedule proposes has differential charging rates based on the type and location of development. The Draft Charging Schedule also proposes 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.</p> <p>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>	Text amendments necessary with the adoption of Community Infrastructure Levy. No SA implications.																																								
S54	6.15	April 2016	Insert the following:	No SA implications.																																								

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>“Risk Management</p> <p>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.”</p> <p>Insert table 6.3 as shown in appendix 1.</p>	
S54	6.15	April 2016	<p>6.14a To monitor the implementation of the CSAP the Council already has in place 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:</p> <ul style="list-style-type: none"> • Permissions granted or refused that support policy • NOMIS official labour market statistics (e.g. Ratio of resident workers to jobs). • % of new and converted dwellings on previously developed land. • Quantum of houses and employment land delivered since the start of the plan period. <p>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.</p> <p>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.</p> <p>Indicator: Average annualised total completions from allocated sites</p> <p>Target: 176 (1,935/11) dpa.</p>	No requirement for SA although the monitoring programme proposed by the SA has been a consideration.

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>Triggers for review (including assessing need to respond to any barriers to growth):</p> <p>a) 3 consecutive years where delivery of housing from the allocated sites is below 176 dpa following the adoption of the CSAP. b) Fewer than 880 dwellings built from within Chippenham site allocations by 2020.</p>	
S56		July 2015	<p>“Glossary</p> <p>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</p> <p>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.</p> <p>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.</p> <p>Eastern Link Road: A distributor standard road between the A350 Malmesbury Road and the A4</p> <p>Examination in Public (EiP): An independent examination of draft plans.</p> <p>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.</p> <p>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.</p> <p>Strategic sites: Major development that delivers a mix of uses, critically local 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)</p> <p>Sustainability Appraisal (SA): An appraisal of the impacts of policies and proposals on economic, social and environmental issues.</p>	<p>This modification was introduced to add a glossary of terms to remove the scope for ambiguity. No requirement for SA.</p>

Change no.	Para.	Date of change	Proposed Change	SA Implications
			<p>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.</p> <p>Site options: detailed proposals for strategic sites. Located within a 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.</p> <p>Preferred area: The strategic area (or areas) that perform best when considered by the strategic site assessment framework and sustainability appraisal.</p> <p>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.</p> <p>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."</p>	

3. Changes to Policy CH1- South West Chippenham

The changes to Policy CH1 and supporting text (as set in Table 2.2) have been assessed in Table B.1 in Appendix B, building from the assessment work undertaken in the SA Report which accompanied the Pre-Submission Plan on consultation and the previous SA Note which accompanied the Submission Plan.

Revised policy CH1 allocates approximately 182ha (previously 171ha) of land in South West Chippenham. It provides 1400 dwellings split between the main site and the extension sites and 18ha of land for employment (B1, B2, and B8 uses of the Use Classes Order); land for a 2 Form Entry primary school and a local centre are provided in the main site.

This sizeable allocation is likely to provide social and economic significant benefits such as providing good quality, affordable housing and varied housing (SA objective 8) and promoting more inclusive and self-contained communities (SA objective 9). The site provides a substantial amount of employment land, thereby contributing positively to the growth of the local economy and to the provision of jobs (SA objectives 11 and 12).

The allocation is well located in relation to existing facilities and services, and will provide additional facilities such as the riverside country park and enhanced routes for walking and cycling to and from the town centre, thereby reducing the need to travel by car and promoting more sustainable transport choices, positively contributing to SA objective 10.

The provision of the riverside country park (approx. 100ha) as part of the allocation will protect and enhance wildlife. This is likely to have significant beneficial effects upon biodiversity (SA objective 1) given the sizeable country park being created which will strongly counteract any negative effects on biodiversity arising from housing and employment development in part of the site. The park will make a significant contribution to Wiltshire's Green Infrastructure providing an important wildlife refuge and corridor.

Some adverse effects are associated with the policy, which primarily relate to environmental factors. The allocated area of land is greenfield and approximately half of it is classified as Grade 1 Agricultural Land resulting in a significant adverse effect for SA objective 2. However, it should be noted that the revised allocation CH1 includes the current Showell Nurseries (making the best use of brownfield land) thereby reducing some of the need for further greenfield land development.

Related to this, there may be significant adverse effects on water resources (SO3), reducing vulnerability to climate change (SO5b), heritage (SO6) and landscape (SO7) as a result of development. Even though the proposed riverside country park will protect the visual amenity in the north of the allocation, the flat and wide open views associated with the floodplain and will minimise the urbanising influence development would have on the rural landscape to the east, there are landscape issues associated with the rest of the site. The proposed riverside country park encompasses the Rowden Conservation Area thus affording protection to this heritage asset. Effects on its settings will need to be carefully considered. Any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area; surface water management that achieves equivalent or less than current Greenfield rates of run-off will be required so there will be no deterioration of current run-off conditions. Policy CH1 addresses these issues by requiring development to take place in accordance with a masterplan for the site informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Surface Water Management Plan and Flood Risk Assessment.

Adverse effects for air quality and environmental pollution (SO4) and greenhouse gas emissions (SO5a) are predicted due increased private car use as result of development. This will be counteracted to some extent by the provision of enhanced routes for cycling and walking to and from the town centre and employment outside the town centre avoiding traffic through the centre of Chippenham.

The sustainability issues and opportunities highlighted above will be further addressed through the master plan for the site and the detailed evidence that will be required to inform its development.

4. Changes to Policy CH2 – Rawlings Green

The changes to Policy CH2 and supporting text (as set in Table 2.2) have been assessed in Table B.2 in Appendix B, building from the assessment work undertaken in the SA Report which accompanied the Pre-Submission Plan and the previous SA Note which accompanied the Submission Plan.

Policy CH2 continues to allocate land (approximately 50ha) at Rawlings Green. This allocation is smaller than the allocation CH1 at South West Chippenham. Policy CH2 provides 650 dwellings; 5ha of land for employment (B1, B2, C2, D1 and D2 of the Use Classes Order); land for a 2 Form Entry primary school and the Cocklebury Link Road.

Similarly to allocation CH1, allocation CH2 is well located in relation to existing facilities and services and will provide additional facilities such as the riverside country park and enhanced routes for walking and cycling to and from the town centre, thereby reducing the need to travel by car and promoting more sustainable transport choices, positively contributing to SA objective 10. However, while the allocation has potential for strong access by public transport, current access is weak to moderate and public transport will need to be improved for this allocation.

The allocation will provide good quality, affordable housing and varied housing (SA objective 8) and employment land which will contribute positively to the growth of the local economy and to the provision of jobs (SA objectives 11 and 12).

A riverside country park (approx. 10ha) will also be provided as part of the development of the site. This is likely to have significant beneficial effects upon biodiversity (SA objective 1) through the provision of the riverside country park which will protect and enhance wildlife and counteract any negative effects from development in part of the site.

There are a number of adverse effects associated with the policy, which primarily relate to environmental factors. The allocated area of land is greenfield and predominantly Grade 2 Agricultural Land resulting on a significant adverse effect for SA objective 2. Associated with this, there may be adverse effects on water resources (SO3), reducing vulnerability to climate change (SO5b), heritage (SO6) and landscape (SO7) as a result of development. Loss of countryside and effects on existing views, particularly those from Rawlings Farm are likely to occur. At the same time, the proposed riverside country park and the proposed retention and enhancement of landscaping such as hedgerows and trees have the potential to significantly enhance the character of the local landscape. Rawling Farm (a listed building) exists within the allocation and open agricultural land within the allocation provides the setting of the Langley Burrell and Tytherton Lucas Conservation Areas. These may be affected by the proposed development. Any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area; surface water management that achieves equivalent or less than current Greenfield rates of run-off will be required so there will be no deterioration of current run-off conditions. Policy CH1 addresses these issues by requiring development to take place in accordance with a masterplan for the site informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Surface Water Management Plan and Flood Risk Assessment.

Adverse effects for air quality and environmental pollution (SO4) and greenhouse gas emissions (SO5a) are predicted due increased private car use as result of development. The CLR link road will provide access to the existing built up area to the south of the site. Whilst this could divert traffic from the centre of Chippenham, potentially enhancing air quality in these areas, the new link road may encourage traffic through new areas increasing air pollution for existing and new receptors and is unlikely to be sufficient to offset the increase in vehicles from development.

The sustainability issues and opportunities highlighted above will be further addressed through the master plan for the site and the detailed evidence that will be required to inform its development.

5. (New) Policy CH4 - Chippenham Riverside Country Parks

New Policy CH4 (as set in Table 2.2) has been assessed in Table B.3 in Appendix B. This new policy arose out of SA recommendations contained in the SA Report that accompanied the Pre-Submission Draft Plan. This policy was originally assessed in the July 2015 SA Note.

Policy CH4 provides clarification on the uses that developers will be required to consider in the development of land for the provision of the three country parks. These uses include informal open space; extended existing and new rights of way; areas for protection and enhancement of nature conservation interest; sports pitches and enhanced routes for cycling and walking to and from the town centre. In addition, no new buildings or structures are to be built within flood risk areas.

Policy CH4 delivers significant positive benefits for biodiversity (SA objective 1) as the creation of large country parks will allow for the protection of important nature conservation value of many of the features and habitats in these areas and their protection and enhancement in perpetuity. It will also give a very positive contribution for the retention and enhancement of the Green Infrastructure Network and introduce new green corridors. Significant positive benefits too for SA objective 2 as no soil resources will be lost and will also be protected in perpetuity and SA objective 6 (adapting to climate change) by helping to mitigate against potential urban heat island effects as well as attenuate rainfall run-off and contribute to reducing flood risk.

The proposed country parks also have the potential to significantly enhance the character of the local landscape as well as providing landscape screening and buffer of the proposed development (SA objective 7). In the case of Rowden Conservation Area the country park will provide a large informal open space area that includes the historic feature and landscape setting.

Policy CH4 delivers significant positive benefits for the economy. Being high quality environments, the proposed country parks offer comparative location advantages to attract and retain business, raising property and land values due to the proximity to their proximity and stimulating further economic investment (SA objective 11). The natural environment setting provided by the proposed country parks will provide an attractive setting for new business premises well as providing opportunities for recreation by workers during the working day. Also, high quality environments around where people live and work can inspire higher productivity and lower absenteeism amongst workforces (SA objective 12).

Policy CH4 also delivers benefits for water resources protection, air pollution reduction, carbon dioxide sequestration, social inclusiveness and more sustainable transport choices. No negative effects have been identified for this policy.

6. (New) Policy CH5 – Strategic Transport Network

New Policy CH5 (as set in Table 2.2) has been assessed in Table B.4 in Appendix B. This new policy addresses Wiltshire's Council commitment to improve the A350 and enhance journey time reliability to support development growth at Chippenham and other locations in Wiltshire. It has been demonstrated that proposals in the Draft CSA Plan will have a cumulative severe impact on Junction 17 of the M4 which will result in queuing in the M4 and the A350 at Junction 17. The new policy supports the part signalisation of Junction 17.

Part signalisation of Junction 14 of the M4 would lead to improved journey times on the A350 due to reduced congestion, particularly at peak times, therefore contributing to sustainable economic growth in general and improving accessibility to existing and future employment centres in particular.

The policy proposals are unlikely to have any effects on social objectives and environmental objectives, apart from a potential slight improvement on air quality and a potential slight reduction on the growth of carbon dioxide emissions due to better traffic flowing.

Note: The proposed modification to introduce policy CH5 was subsequently withdrawn by the Council in order to further review the wording; as discussions with Highways England were to continue on its content.

7. Combined effects of policies

A summary table of the effects of the three revised policies is presented below. The columns represent the overall summary of effects (SM) column which combines short, medium and long term effects identified in Tables B.1 to B.4 in Appendix B.

Table 7.1 - Summary effects of policies in revised Draft CSA Plan

SA Objective		Policy CH1	Policy CH2	Policy CH4	Policy CH5
1	Protect and enhance all biodiversity and geological features and avoid irreversible losses	++	++	+++	0
2	Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings	--	---	+++	0
3	Use and manage water resources in a sustainable manner	0	0	+	0
4	Improve air quality throughout Wiltshire and minimise all sources of environmental pollution	+/-	+/-	+	+
5a	Minimise our impact on climate change...	+/-	+/-	+	+
5b	And reduce our vulnerability to future climate change	+	+	++	0
6	Protect, maintain and enhance the historic environment	-	-	+	0
7	Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place	++/-	++/-	++	0
8	Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures	+++	++	0	0
9	Reduce poverty and deprivation and promote more inclusive and self-contained communities	++/-	+/-	+	0
10	Reduce the need to travel and promote more sustainable transport choices	++	+/-	+	0
11	Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth	++	+	++	+
12	Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local business and a changing workforce	++	+	++	+

Assessment Scale	Assessment Category	Significance of Effect
+++	Strongly positive	Significant
++	Moderately positive	
+	Slightly positive	Not Significant
0	Neutral or no obvious effect	
-	Slightly negative	
--	Moderately negative	Significant
---	Strongly negative	

For each of the SA objectives, commentary is provided below on the likely cumulative effects of the policies:

SA Objective	Commentary
1. Protect and enhance all biodiversity and geological features and avoid irreversible losses	<p>The assessment of each policy identifies a mix of effects. It generally identifies features at a localised level which may be positively and adversely affected such as hedgerows and trees. These are unlikely to be affected cumulatively as effects in one site policy are unlikely to affect another site policy.</p> <p>The only exception may be the River Avon County Wildlife Site which runs through all of the sites. If implemented according to high standards of ecological design, there is the potential for elevated and significant effects against this objective through a comprehensive improvement of ecology in the River Avon corridor.</p> <p>Overall, in terms of cumulative effects for CH1, CH2 and CH4 there is expected to be significant beneficial effects against this SA objective.</p>
2. Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings.	<p>The assessment of CH1 and CH2 already concludes with significant adverse effects due to the loss of Grade 1 agricultural land. Together, the combined loss of Grade 1 agricultural land should be seen as significant, which may affect farming at a local level for Chippenham.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be significant negative adverse effects against this SA objective.</p>
3. Use and manage water resources in a sustainable manner.	<p>The assessment of CH1 and CH2 concludes with no effects. The connectivity between the different areas which all drain towards the River Avon mean that the increase in permeable area may lead to a cumulative increase in flood risk and an increase risk of water pollution. However, the policy wording provides a commitment to surface water management to achieve equivalent or less than current greenfield rates of run-off, which should mitigate any effects.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be neutral effects against this SA objective.</p>
4. Improve air quality throughout Wiltshire and minimise all sources of environmental pollution	<p>A mix of non-significant positive and negative effects are identified for CH1 and CH2.</p> <p>In combination, however, the scale of development is likely to see a considerable increase in the number of private car</p>

	<p>journeys. Although there are no AQMAs within Chippenham, effects on air, noise and light may all increase and be significant as a whole. It is acknowledged that some of this traffic will be diverted away from the centre of Chippenham through the new link road, and that accessibility is generally promoted through mixed use development on site, but there will be a residual increase in traffic and associated pollution.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be adverse effects against this SA objective.</p>
5a. Minimise our impacts on climate change	<p>In combination, CH1 and CH2 are likely to see a considerable increase in the amount of development and associated with the CLR, which is likely to lead to increased greenhouse gas emissions both during construction and operation.</p> <p>This is in spite of the positive measures such as the provision of a riverside park and the relative proximity to the town centre which will encourage walking and cycling. Overall, there will be an increase in Chippenham's carbon footprint.</p> <p>Overall, in terms of cumulative effects for CH1, CH2 and CH5 there is expected to be significant adverse effects against this SA objective.</p>
5b. And reduce our vulnerability to future climate change	<p>The assessment of CH1 and CH2 concludes with beneficial effects as development will largely be in Flood Zone 1. The connectivity between the different areas which all drain towards the River Avon mean that the increase in permeable area may lead to a cumulative increase in flood risk. The combined benefit of the proposed riverside parks on potential urban heat island effects as well as attenuating rainfall run-off and contribute to reducing flood risk is considered non-significant cumulatively.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be beneficial effects against this SA objective.</p>
6. Protect, maintain and enhance the historic environment	<p>Adverse effects are identified for CH1 and CH2. Effects on heritage are largely localised and include effects on conservation areas, listed buildings, the setting of listed buildings and archaeology. It is unlikely that the construction and operation of CH1 and CH2 in combination will affect these localised features.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be adverse effects against this SA objective.</p>
7. Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place	<p>A mixture of significant positive and negative effects are identified for all policies. Given the scale and spread of development on the edge of Chippenham, there are likely to be adverse effects; the provision of strategic landscaping may help to reduce effects.</p> <p>On the other hand, the provision of a riverside country park and open space may offset effects and may together be regarded as an elevated and significant beneficial effect.</p> <p>Overall, in terms of cumulative effects for CH1, CH2 and CH4, there is expected to be both significant adverse and beneficial effects against this SA objective.</p>

<p>8. Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures.</p>	<p>All policies identify significant beneficial effects against this objective. In combination, the effects are likely to be considerable given that the policies provide a substantial quantity of dwellings, thus helping the council meet its target. In doing so, 40% will be affordable (70% rent and 30% shared ownership) with a mix of dwelling sizes and tenures that reflects SHMA data.</p> <p>Overall, in terms of cumulative effects for CH1 and CH2, there is expected to be significant beneficial effects against this SA objective.</p>
<p>9. Reduce poverty and deprivation and promote more inclusive and self-contained communities.</p>	<p>CH1 and CH2 policies identify a mix of beneficial and adverse effects against this objective. In combination, the effects are likely to be considerable given that the policies provide a substantial quantity of dwellings, thus helping the council meet its target. In doing so, 40% will be affordable (70% rent and 30% shared ownership) with a mix of dwelling sizes and tenures that reflects SHMA data. The Riverside Park is another benefit that will arise as a result of the combination of multiple site policies. On the other hand, it is unlikely that there will be any cumulative adverse effects on more localised assets such as Public Rights of Way</p> <p>Overall, in terms of cumulative effects for CH1, CH2 and CH4, there is expected to be significant beneficial effects against this SA objective.</p>
<p>10. Reduce the need to travel and promote more sustainable transport choices.</p>	<p>Significant beneficial effects are identified for CH1 and mixed effects are identified for CH2.</p> <p>On the one hand, there may be cumulative beneficial effects as a result of multiple connected sustainable transport initiatives such as the Riverside Park which would provide new cycle and walkways. Furthermore, the provision of mixed uses within these sites within proximity to new and existing development has the potential to cumulatively improve effects against this objective. However, on the other hand, the scale of development is likely to see a considerable increase in the number of private car journeys. The development of CH2 with associated link road may increase traffic to/from the M4 to the north.</p> <p>Overall, in terms of cumulative effects for CH1, CH2 and CH4, there is expected to be a combination of beneficial and adverse effects against this SA objective.</p>
<p>11. Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</p>	<p>All policies identify beneficial effects against these two objectives. In combination, the effects are likely to be considerable, as this will help the council meet its target for employment land and will help the town attract and retain business.</p> <p>Overall, in terms of cumulative effects for CH1, CH2, CH4 and CH5, there is expected to be significant beneficial effects against this SA objective.</p>
<p>12. Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local businesses and a changing workforce.</p>	

8. Conclusions

From this sustainability assessment, it is clear that many of the significant beneficial effects associated with the revised Draft CSA Plan's policies relate to social and economic considerations. The main significant adverse effects that have been identified relate to environmental issues.

When considered together and given the scale of the proposed development, there are likely to be elevated effects, both beneficial and adverse, arising from the proposed policies:

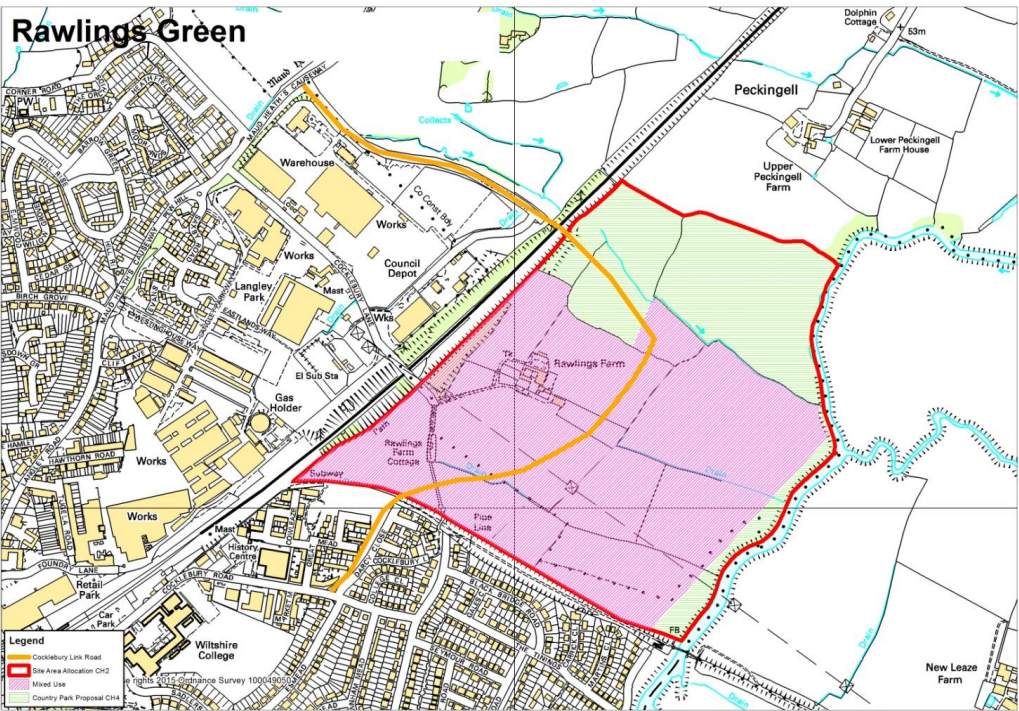
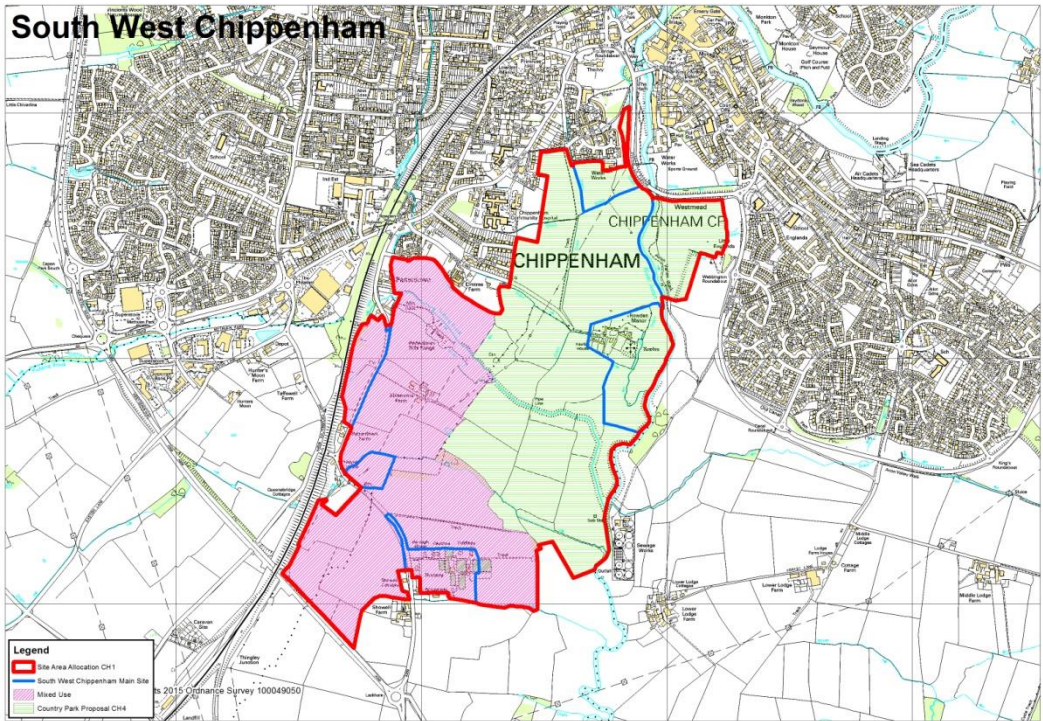
- the two riverside country parks are likely to lead to a significant improvement of biodiversity in the River Avon corridor (SA objective 1);
- the significant loss of Grade 1 and 2 agricultural land may affect agricultural production around Chippenham (SA objective 2);
- the scale of development is likely to see an increase in the number of private car journeys (SA objective 10) which will lead to increased air pollution (SA objective 4) and greenhouse gas emissions (SA objective 5a);
- substantial contribution to the economic and social sustainability of the town, by providing housing, employment and transport infrastructure; and
- provision of significant green infrastructure making a significant contribution to environmental, social and economic sustainability.

A number of recommendations have been made in order to mitigate adverse effects that have been identified for the revised Draft CSA Plan. These have suggested improvements to the policies in terms of wording and requirements. Where relevant, the recommendations have been incorporated by the Council into the revised Draft CSA Plan version which is being submitted for consultation. It is considered that these further changes improve the overall sustainability of the revised Draft CSA Plan.

9. References

- Wiltshire Council, Chippenham Site Allocations Pre- 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

Appendix A. Revised boundaries of allocations CH1 and CH2



Appendix B. Policies Assessments

Table B.1 - Assessment of Policy CH1: South West Chippenham

<p>POLICY CH1: South West Chippenham</p> <p>Proposed changes to policy shows deleted text in strike through and new text in bold</p> <p>Changes to SA assessment results shows deleted text in strike through and new text in bold</p>
<p>Main site</p> <p>Approximately 171ha of land at South West 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"> • 1000 dwellings; • 18ha of land for employment (B1, B2, and B8 uses of the Use Classes Order); • Land for a 2 Form Entry primary school; • A local centre; • 404ha Approximately 100ha as a riverside country park; and • 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 completed open for use or a set of comprehensive transport improvement measures of equivalent benefit. <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 provision of sufficient school capacity to meet the need created by the development 3. 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 4. a pedestrian and cycle route across the River Avon connecting to the town centre Enhanced routes for cycling and walking to and from the town centre 5. a design and layout that preserves or enhances 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 7. measures to enhance the character of the Rowden conservation area <p>Development will take place in accordance with a masterplan for the site, as shown on the policies map, approved by the Council prior to commencement. 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.</p> <p>Extension Sites</p>

Approximately 11ha of land at South West Chippenham, as identified on the policies map, is proposed for mixed use development to include the following:

- Up to 400 dwellings
- strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting

Development will be subject to the following requirements:

1. functional integration with the main site in terms of meeting local community needs and traffic management
2. that adequate infrastructure is available to serve the needs of the development
3. financial contributions towards provision of new schools and other infrastructure necessary to enable development to proceed
4. surface water management that achieves equivalent or less than current Greenfield rates of run-off
5. a design and layout that preserves the importance and settings to designated heritage assets

Note: the assessments below consider the allocation in its integrity: main site and extension sites.

		<i>Effects</i>					<i>Assessment</i>					
SA Objective		Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	Commentary	Mitigation/Recommendations
1	Protect and enhance all biodiversity and geological features and avoid irreversible losses	✓	Local	ST-LT	Perm	Med	+/-	++	++	++	<p>The River Avon CWS and Mortimore's Wood CWS to the east of allocation CH1 will be protected from development by the proposed extensive riverside country park (404ha approx 100ha).</p> <p>The country park will protect and retain existing valuable habitats, create and restore riparian habitats, and provide wildlife corridors across the site from east to west. The fields located to the east of the hospital, within the proposed riverside country park, provide an opportunity to enhance grasslands. The proposed riverside country park will make a significant contribution to Wiltshire's Green Infrastructure Network providing an important wildlife refuge and corridor. The most obvious east to west connection corridors for wildlife are the Pudding Brook and the</p>	<p>WCS Policy 50 Biodiversity and Geodiversity requires that any new development incorporates measures to protect and enhance biodiversity and geological features.</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard.</p> <p>WCS Policy 52: Green infrastructure requires development to 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. Where development is permitted developers will be required to:</p> <p><input type="checkbox"/> Retain and enhance existing on site green infrastructure</p>

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												There are no geological features of interest to report.	
2	Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings	✗	Local	MT-LT	Perm	Med		-	--	--	--	<p>As the allocated developable area is greenfield land and approximately half of the area allocated for residential development is classified as Grade 1 Agricultural Land, its development will lead to the loss of best and most versatile agricultural land.</p> <p>CH1 allocation includes the current Showell Nurseries (making the best use of brownfield land) and thereby reducing some of the need for further greenfield land development.</p> <p>Land at Showell Nursery and Chippenham Shooting Range may have received waste in the past. Land contamination surveys will be needed to identify the extent of land requiring remediation Minerals Safeguarding Zone (MSA) extends across an area of the allocation, much of which is comprised of the proposed country park. Small areas of residential land coincide with the MSA and should be avoided. If avoidance of the MSA isn't achievable proposals will need to demonstrate how development would not result in the sterilisation of viable mineral resources.</p>	<p>WCS Policy 57 Ensuring high quality design and place shaping requires making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area</p> <p><u>Recommendation:</u></p> <p>The policy should indicate that:</p> <p>- the loss of soil resources can be mitigated by re-using as much of the surplus resources on-site for amenity spaces and disposing any surplus soils thereafter in a sustainable manner (i.e. as close to the site as possible and to an afteruse appropriate to the soil's quality).</p> <p>- land contamination surveys will be carried out at Showell Nursey and Chippenham Shooting Range prior to development taking place.</p> <p>- design and layout of development must not result in the sterilisation of viable mineral resources.</p> <p>Council response:</p> <p>Wiltshire Core Strategy (WCS) (Core Policy 56) and Development</p>

												There is no re-use of existing buildings being proposed.	Management Minerals Plan policies (MDC4 address these aspects. These are detailed aspects that are dealt with at master plan and planning application stages. No need to change the Plan.
3	Use and manage water resources in a sustainable manner	✓	Local	ST-LT	Perm	Med		0	0	0	0	<p>As the area is a greenfield site, its development is likely to lead to some adverse effects on water quality without appropriate mitigation in place. This is because any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area. However, the policy requires surface water management that achieves equivalent or less than current Greenfield rates of run-off so there will be no deterioration of current run-off conditions.</p> <p>Land on either side of the River Avon falls in Flood Zones 2 and 3 but this part of the site is proposed to form part of the riverside country park so no development will take place on this land. Indicative residential land south of Rowden Lane in the west and indicative employment land in the south are located within an Outer Source Protection Zone which must be safeguarded.</p> <p>The modifications to paragraph 5.10 (see Table 2.1) require that any development impinging on designated Source Protection zones must follow principles and practice necessary to safeguard them.</p>	<p>WCS Policy 67 Flood Risk requires that any new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage)</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>

												<p>The master plan will be informed by detailed evidence which will include a Surface Water Management plan and a Flood Risk Assessment. These will have the address the issues identified above.</p> <p>The likely effects on this SA objective are therefore positive neutral (as opposed to positive as originally identified) in that current run-off conditions will be maintained and not improved.</p>	
4	Improve air quality throughout Wiltshire and minimise all sources of environmental pollution	?	Local	MT-LT	Perm	Med		+/-	+/-	+/-	+/-	<p>As the area is a greenfield site, its development is likely to affect local air quality and noise and light pollution to some extent due to private car usage increase.</p> <p>In order to counteract this, the policy requires the completion of a pedestrian and cycle route across the River Avon connecting to the town centre enhanced routes for cycling and walking to and from the town centre which should encourage walking and cycling as opposed to the use of the private car by new residents and workers. Nevertheless, there will most likely be an increase in the number of cars in the area and associated pollution.</p> <p>On the other hand, development at this site, in particular of provision of employment outside the town centre, would avoid directing traffic through the centre of Chippenham and help improve the air quality in Chippenham town centre.</p>	<p>WCS Policy 55 Air Quality requires that any new development incorporates measures to effectively mitigate emission levels in order to protect public health, environmental quality and amenity</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>

												A mix of non-significant positive and negative effects is predicted.	
5a	Minimise our impact on climate change...	?	Reg/Nat	MT-LT	Perm	High	++	+/-	+/-	+/-		<p>More housing and employment buildings and associated transport, will contribute to climate change through greenhouse gas emissions (carbon dioxide) from development.</p> <p>The policy locates the majority of the residential units close to the town centre and encourages walking and cycling through the provision of for the completion of a pedestrian and cycle route across the River Avon enhanced routes for cycling and walking to and from the town centre which should reduce transport emissions to some extent. Also, the allocation benefits from strong access by public transport.</p> <p>Also, by alleviating congestion in Chippenham town centre, this could contribute to a reduction of CO2 emissions locally.</p> <p>The proposed riverside country park will assist with carbon sequestration through the growth of new trees and other vegetation.</p> <p>Overall, an increase in the overall CO2 emissions is predicted as a result of the new development. This may be offset to some extent through adherence to the increasingly tighter building regulations, promotion of carbon friendly transport modes and the provision of on-site renewable</p>	<p>WCS Policy 41: Sustainable construction and low carbon energy and WCS Policy 61 Transport and New Development requires adherence to high quality construction and design that aim to minimise GHG emissions and that development is designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.</p> <p><u>Recommendation:</u></p> <p><u>The policy should indicate that:</u></p> <p>1) New development adheres to high quality design and construction standards and that it is designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.</p> <p>2) A Sustainable Energy Strategy for the proposed development should be required.</p> <p>3) The proposed development will be required to consider the provision of on-site renewable or very low carbon energy generation.</p> <p>Council response:</p> <p>WCS Core Policy 41 already addresses these aspects. No need to change Plan.</p>

											or very low carbon energy generation.		
5b	And reduce our vulnerability to future climate change	✓	Local	MT-LT	Perm	High		+	+	+	+	<p>The allocation is a greenfield site situated largely in Flood Zone 1. The only exception is land adjacent to Pudding Brook which is situated in Flood Zones 2 and 3 and is proposed to deliver residential development. The provision of a buffer zone between Pudding Brook and development will be necessary.</p> <p>Despite being largely is Flood Zone 1, development is likely to lead to some adverse effects on flooding without appropriate mitigation in place. This is because any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area. However, the policy requires surface water management that achieves equivalent or less than current Greenfield rates of run-off so there will be no deterioration of current run-off conditions and development will be less vulnerable. In addition, the proposed riverside country park will help mitigate against potential urban heat island effects as well as attenuate rainfall run-off and contribute to reducing flood risk.</p> <p>The master plan for the site will be informed by detailed evidence which will include a Surface Water Management plan and Flood Risk Assessment. These will have to address the issues and opportunities identified above.</p>	<p>WCS Policy 67 Flood Risk requires that any new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage).</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard apart from the requirement to protect Flood Zone 2 and 3 either side of Pudding Brook.</p> <p>Recommendation:</p> <p><i>A buffer zone between Pudding Brook and development should be provided as part of development.</i></p> <p>Council response:</p> <p>Reference to identifying precise boundaries to flood zones is already referred to, but need for a particular reference is accepted</p> <p>Amend first sentence of paragraph 5.9 as follows:</p> <p>“The precise flood zone boundaries to the Pudding Brook will need to be defined and protected from development.”</p>

6	Protect, maintain and enhance the historic environment	x	Local	ST-LT	Perm	Med		-	-	-	-	<p>There are three listed buildings within the allocation, these are clustered at Rowden Farm. The Rowden Conservation Area extends across the north east of the allocation and incorporates agricultural fields which contribute to the setting of Rowden Manor. Development will occur in land which contributes to the setting of Rowden Conservation Area.</p> <p>The proposed riverside country park encompasses the Rowden Conservation Area and the policy requires that measures to enhance the character of the conservation area will be required as part of the park development a design and layout that preserves or enhances the importance and settings to designated heritage assets. In addition, the modifications to paragraph 5.5 (see Table 2.1) require that 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. The changes also require an historic assessment of the site which will inform the masterplan. This should help mitigate any potential significant negative effects on the Conservation Area.</p> <p>Numerous archaeological findspots and features have been identified throughout the site, therefore any residential and employment proposals may have an impact upon these. There are also a number of listed buildings immediately outside the western edge of the site and development within the site may</p>	<p>WCS Policy 58: Ensuring the conservation of the historic environment requires that Wiltshire's important monuments, sites and landscapes and areas of historic and built heritage significance are protected and enhanced.</p> <p><i>Recommendation:</i></p> <p><i>In addition to the requirements already set in the proposed policy, there should be a requirement for a Heritage Assessment to be provided as part of the development proposals.</i></p> <p>Recommendation has been addressed in policy modified supporting text.</p>
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												impact upon their settings. The policy requires a design and layout that preserves the importance and settings to designated heritage assets and that development will take place in accordance with a master plan for the site approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Heritage Assessment. This should reduce the significance of any negative effects.	
7	Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place	✓	Local	ST-LT	Perm	Med		+/-	++/-	++/-	++/-	<p>The area is a greenfield site with large grassland areas, limited field boundaries and extensive views north towards the centre of Chippenham. Residential and employment development of this area has the potential to negatively impact on local landscape and also affect existing views.</p> <p>The allocation proposes the majority of development to be focused in the west of the site. The proposed riverside country park will protect the visual amenity in the north of the allocation, the flat and wide open views associated with the floodplain and will minimise the urbanising influence development would have on the rural landscape to the east.</p> <p>In addition, the proposed riverside country park has the potential to significantly further enhance the character of the local landscape. as well as providing landscape screening and buffer of the proposed development from the south-eastern part of Chippenham.</p>	<p>WCS Policy 51: Landscape requires that applications for development which would by its nature, scale, appearance or location have the potential to change local landscape character must be accompanied by a Landscape and Visual Impact Assessment.</p> <p><i>Recommendation:</i></p> <p><i>The proposed policy should require that a Landscape and Visual Impact Assessment is undertaken as part of the development proposals.</i></p> <p>Recommendation has been addressed in modified policy.</p> <p>WCS Policy 57 Ensuring high quality design and place shaping requires the retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any</p>

											<p>The proposed retention and reinforcement of existing mature network of hedgerows and trees and establishment of new areas of substantial planting will help creating a high quality setting for the development and provide linkages to the wider countryside.</p> <p>The master plan for the site will be informed by detailed evidence which will include a Landscape Visual Impact Assessment. This will have to address the issues and opportunities identified above.</p> <p>A mix of significant positive and negative effects is predicted arising from the country park proposals and residential and employment proposals, respectively.</p>	<p>losses that may occur through the development</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>
8	Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures	✓✓	Local	ST-LT	Perm	High	+	+++	+++	+++	<p>The policy provides for the delivery of 1400 dwellings of which 40% will be affordable (according to WCS43 Providing affordable homes) with a mix of dwelling sizes and tenures that reflect the Strategic Housing Market Assessment.</p> <p>This is a significant contribution to the target of at least a further 2,625 dwellings to be delivered in Chippenham as set in WCS Policy 9 Chippenham Central Areas of Opportunity.</p>	<p>WCS Policy 43: Providing affordable homes and Core Policy 45 Meeting Wiltshire's housing needs are applicable.</p> <p><u>Recommendation:</u></p> <p><i>For the sake of clarity, it is recommended that the proposed policy clarifies that the affordable housing target for this site is 40%.</i></p> <p>Council response:</p> <p>WCS Core Policy 43 already addresses this aspect.</p>
9	Reduce poverty and deprivation and promote more inclusive and self-contained communities	?	Local	MT-LT	Perm	Med	++/-	++/-	++/-	++/-	<p>This land allocation wouldwill deliver 1400 homes of mixed tenure and size, including affordable homes. This wouldwill help those who can't afford market prices.</p>	<p>WCS Policy 46: Meeting the needs of Wiltshire's vulnerable and older people requires the provision, in suitable locations, of new housing to meet the</p>

										<p>The allocation will also provide additional employment opportunities thus potentially helping reduce poverty and deprivation. Two areas with the highest levels of deprivation are located to northwest and northeast of the allocation.</p> <p>It wouldwill also incorporate public transport links, pedestrian and cycle routes and open space (riverside country park), stimulating community interaction and cohesion. The location of The new local centre is such that it would benefit both new and existing residents further promoting community interaction and cohesion.</p> <p>However, the policy doesn't consider specifically the housing needs of the elderly and vulnerable people as set in WCS Policy 46.</p> <p>Also, a number of Public Rights of Way (PRoW) cross the site, but the proposed policy text does not recognise the need to protect these from the development.</p> <p>Secondary schools in Chippenham are nearing capacity and could be unable to support additional number of pupils associated with development. The policy recognises this shortfall through requiring the provision of sufficient school capacity to meet the need created by the development.</p>	<p>specific needs of vulnerable and older people.</p> <p><u>Recommendations:</u></p> <p><i>1-The proposed policy should require that some of the new housing meets the specific needs of vulnerable and older people.</i></p> <p><i>2-The proposed policy should require that existing PRoWs are considered and incorporated in the development where feasible. Where loss or alteration is unavoidable alternative routes should be provided.</i></p> <p>Council response:</p> <p>1- WCS Core Policy 46 already addresses this aspect.</p> <p>2- WCS Core Policy 60 already addresses this aspect. These are detailed aspects that are dealt with at master plan and planning application stages.</p>
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10	Reduce the need to travel and promote more sustainable transport choices	✓	Local	ST-LT	Perm	Med		++	++	++	++	<p>The proposed site has very good access to public transport, lying within 400m of a public transport corridor and therefore encouraging sustainable transport choices. Proposed residential development is mostly within reasonable walking and cycling distance to the town centre as well as being concentrated around the proposed local centre further reducing the need to travel by car.</p> <p>The proposed riverside country park will provide new cycle and footpaths enhanced routes for cycling and walking extending to the employment and residential areas thus increasing the connectivity of the site and encouraging walking and cycling.</p> <p>New residents/workers would therefore have a variety of sustainable transport modes to choose from to commute and for access to local services and facilities. Therefore, this should help reduce the need to travel by car significantly.</p>	<p>WCS Policy 60 Sustainable Transport requires the council to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>
11	Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth	✓✓	Local	ST-LT	Perm	Med		++	++	++	++	<p>This development will provide 18ha B1/B2/B8 employment uses to respond to identified local need, therefore positively contributing significantly to the local economy. The extensive area of riverside green infrastructure will also contribute to promoting economic growth through the many benefits it will provide.</p> <p>In addition, the area is well connected to the primary road network with easy access to the A350 and M4. It is also easily accessible by public transport and relatively easily through policy proposals will also be easily accessible by non-motorised modes</p>	<p>WCS Policy 34 Additional employment land supports proposals for employment development (use classes B1, B2 or B8) within the Principal Settlements, Market Towns and Local Service Centres, in addition to the employment land allocated in the Core Strategy.</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>

											of transport from Chippenham town centre. This will assist with the provision of long-term sustainable economic growth.		
12	Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local business and a changing workforce	✓✓	Local	ST-LT	Perm	High		++	++	++	++	<p>The allocation will support a range of employment use classes and scales with strong access by public transport and to the PRN.</p> <p>The indicative area of employment land proposed in the southwest of the allocation is situated in proximity to the Methuen Business Park. Improvements to connections between the two sites would capitalise on the proximity potential.</p> <p>The natural environment setting of the site will provide an attractive setting for new business premises and will offer the potential for improved property as well as providing opportunities for recreation of workers during the working day in the riverside country park.</p>	<p>Recommendation:</p> <p><i>The policy should recognise the need to improve the connections between the employment areas being created and Methuen Business Park.</i></p> <p>Council response:</p> <p>Reference to this opportunity should be highlighted in the supporting text</p> <p>Add additional sentence to the end of paragraph 5.7 as follows:</p> <p>“Opportunities should also be explored to improve connections from the site to the Methuen Business Park”</p>

Table B.2– Assessment of Policy CH2: Rawlings Green

POLICY CH2: Rawlings Green													
<p>Proposed changes to policy shows deleted text in strike through and new text in bold</p> <p>Changes to assessment results shows deleted text in strike through and new text in bold</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"> • 650 dwellings • 5ha of land for employment (B1, B2, C2, D1 and D2 of the Use Classes Order) • Land for a 2 Form Entry primary school • Distributor standard road That part of the Eastern Link Road from the B4069 Parsonage Way to the eastern boundary of the site , including connection over the main railway line, and a road from this distributor standard road Eastern Link Road to Darcy Close (Cocklebury Road) • strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting; and • a an approximately an approximately 10ha Country Park along the northern edge of new development linking to the existing recreation areas along the river to Monkton Park area <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 before the completion of the the Eastern Link Road, completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of more than 200th dwellings 3. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development 4. a low density design and layout that preserves the setting and importance of listed buildings on the site 5. Design and layout of development must not prohibit a potential future road connection to land across the river to the south-east. <p>All other aspects of development will take place in accordance with a masterplan for the site approved by the Council prior to commencement. 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.</p>													
		<i>Effects</i>					<i>Assessment</i>						
SA Objective		Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	Commentary	Mitigation/Recommendations	

1	Protect and enhance all biodiversity and geological features and avoid irreversible losses	✓	Local	ST-LT	Perm	Med		+/-	++	++	++	<p>The proposed site is Greenfield arable land of limited ecological value, although some areas on the western and southern boundaries and the boundary between the proposed residential/employment area and park area are identified as important ecology areas to be retained or protected. The River Avon CWS runs along the eastern extent of the site, the river is categorised as a BAP Priority Habitat. European Otter is recorded along the River Avon and over-grown willow along the river have potential to support populations of protected BatThe proposed country park (approx 10ha) will protect and retain existing valuable habitats and offers an opportunity for creating new habitats along a 100m corridor in the River Avon County Wildlife Site. The supporting text to the policy refers to reinforce the riparian character along the River Avon and small tributaries flowing through the strategic area including retention/creation and future management of waterside meadows, pollarding willow trees, new areas of tree planting and multifunctional green links to new SuDS areas.</p> <p>The policy requires strategic landscaping and open space to retain and reinforce existing hedgerows thus protecting these features and also establish new areas of planting. The master plan for the site will be informed by detailed evidence which will include a Biodiversity Report. The report will have to address the issues and opportunities identified above.</p> <p>The Cocklebury Link Road (CLR) would have no direct effects on any designated or undesignated sites of biodiversity or geological value.</p> <p>The policy proposals are likely to result in significant positive effects on this SA objective with regards to biodiversity as a result of the creation of the country park; these effects will be more noticeable in the medium to longer term as the country park establishes itself.</p> <p>Some negative short term effects are predicted during construction of the housing and</p>	<p>WCS Policy 50 Biodiversity and Geodiversity requires that any new development incorporates measures to protect and enhance biodiversity and geological features.</p> <p>It is considered that the proposed policy needs to require full ecological surveys to be undertaken to inform the proposed development.</p> <p>WCS Policy 52: Green infrastructure requires development to 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. Where development is permitted developers will be required to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Retain and enhance existing on site green infrastructure <input type="checkbox"/> Make provision for accessible open spaces in accordance with the requirements of the adopted Wiltshire Open Space Standards <input type="checkbox"/> Put measures in place to ensure appropriate long-term management of any green infrastructure directly related to the development <input type="checkbox"/> Provide appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy and <input type="checkbox"/> Identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire. <p><u>Recommendations:</u></p> <p><i>1) The proposed policy should make clear that the country park is to be designed and considered as part of the development proposals for the site alongside residential and employment proposals.</i></p> <p>Recommendation has been addressed through new Policy CH4.</p>
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											employment development proposals, but these will be temporary.	2) The proposed policy should require that full ecological surveys are completed in order to inform the development of the proposals, in view of the presence of ecologically sensitive areas inside the proposed site. Recommendation addressed through the inclusion of a Biodiversity Report with the master plan.
2	Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings	X	Local	MT-LT	Perm	Med	---	---	---	---	As the allocated developable area is greenfield land and over half of the area identified for housing/employment falls predominantly on Grade 2 agricultural land, its development will lead to the loss of best and most versatile agricultural land. There are no known sites of potential land contamination nor mineral safeguarding area in this allocation. There is no re-use of existing buildings being proposed.	WCS Policy 57 Ensuring high quality design and place shaping requires making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area <u>Recommendation:</u> The policy should indicate that: - the loss of soil resources can be mitigated by re-using as much of the surplus resources on-site for amenity spaces and disposing any surplus soils thereafter in a sustainable manner (i.e. as close to the site as possible and to an afteruse appropriate to the soil's quality). Council response: This is a detailed aspect dealt with at master plan and planning application stages.
3	Use and manage water resources in a sustainable manner	✓	Local	ST-LT	Perm	Med	0	0	0	0	As the area is a greenfield site, its development is likely to lead to some adverse effects on water quality without appropriate mitigation in place. This is because any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area.	WCS Policy 67 Flood Risk requires that any new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage)

											<p>However, the policy requires surface water management that achieves equivalent or less than current Greenfield rates of run-off so there will be no deterioration of current run-off conditions.</p> <p>Land on either side of the River Avon falls in Flood Zone 2 but this land has been excluded from the site and abuts the proposed country park. None of the residential/employment area is located within areas at known high risk of flooding. The master plan will be informed by detailed evidence which will include a Surface Water Management plan and a Flood Risk Assessment. These will have to address the issues identified above.</p> <p>The likely effects on this SA objective are therefore positive neutral (as opposed to positive as originally identified) in that current conditions will be maintained.</p>	<p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>
4	Improve air quality throughout Wiltshire and minimise all sources of environmental pollution	?	Local	MT-LT	Perm	Med	-/+	-/+	-/+	-/+	<p>As the area is a greenfield site, its development is likely to affect local air quality and noise and light pollution to some extent due to private car usage increase.</p> <p>The proposals include the provision of a new the CLR providing access to the existing built up area to the south of the site. Whilst this could divert traffic from the from the centre of Chippenham, potentially enhancing air quality in these areas, the newlink road may encourage traffic through new areas increasing air pollution for existing and new receptors and is unlikely to be sufficient to offset the increase in vehicles from development.</p> <p>No pedestrian and cycling links are included in the proposals which could encourage walking and cycling as opposed to the use of the private car,</p>	<p>WCS Policy 55 Air Quality requires that any new development incorporates measures to effectively mitigate emission levels in order to protect public health, environmental quality and amenity</p>

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												and promotion of carbon friendly transport modes.	WCS Core Policy 41 already addresses these aspects. No need to change Plan.
5b	And reduce our vulnerability to future climate change	✓	Local	MT-LT	Perm	High		+	+	+	+	<p>As the area is a greenfield site, its development is likely to lead to some adverse effects on flooding without appropriate mitigation in place. This is because any new development on Greenfield sites is likely to increase run-off by virtue of increased impermeable area. However, the policy requires surface water management that achieves equivalent or less than current Greenfield rates of run-off and decreases flood risk so there will be no deterioration of current run-off conditions and development will be less vulnerable.</p> <p>Land on either side of the River Avon falls in Flood Zone 2 but this land has been excluded from the allocation and abuts the proposed country park. The proposed development areas of this allocation are situated entirely within Flood Zone 1.</p> <p>The proposed riverside country park will help mitigate against potential urban heat island effects as well as attenuate rainfall run-off and contribute to reducing flood risk.</p> <p>The master plan for the site will be informed by detailed evidence which will a Surface Water Management plan and Flood Risk Assessment. These will have to address the issues and opportunities identified above.</p>	<p>WCS Policy 67 Flood Risk requires that any new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage).</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>
6	Protect, maintain and enhance the historic environment	✗	Local	ST-LT	Perm	Med		-	-	-	-	<p>The allocation contains one heritage asset, a Grade II listed building at Rawlings Farm. In addition, open agricultural land within the allocation provides the setting of the Langley</p>	WCS Policy 58: Ensuring the conservation of the historic environment requires that Wiltshire's important monuments, sites and landscapes and areas of historic and built heritage

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7	Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place	?	Local	ST-LT	Perm	Med		+/-	++/-	++/-	++/-	<p>The area is a greenfield site elevated above the River Avon floodplain with a predominantly open aspect, with views across long distances and a generally vegetated urban edge. It supports the remoteness of Langley Burrell. The southern boundary of the site is defined by a well vegetated urban edge; the north-eastern boundary of the site is defined by a ridgeline. There is a key view of the surrounding countryside from Rawlings Farm looking east.</p> <p>esidential and employment development of this area has the potential to significantly negatively impact on local landscape and also affect existing views, particularly those from Rowlings Farm, due to the relief of the site, which slopes eastward towards the Avon.</p> <p>The linear wooded features along the west and south of the site screen views of Chippenham from the rural north. Development of the site would extend the urban character northwards into the open agricultural landscape.</p> <p>The policy proposes retention and reinforcement of existing mature network of hedgerows and trees and establishment of new areas of substantial planting will help creating a high quality setting for the development and provide linkages to the wider countryside. Also, employment uses for this allocation exclude B8, warehousing and distribution uses that are likely to result in large unduly obtrusive buildings. Extension and management of linear woodland and tree cover along the railway and towards the Avon will help screen views towards the proposed development.</p> <p>The proposed country park has the potential to significantly enhance the character of the local landscape as well as providing landscape screening as well as providing and a green corridor along the River Avon, better integrating it with the town centre.</p> <p>The master plan for the site will be informed by detailed evidence which will include a Landscape and Visual Impact Assessment.</p>	<p>WCS Policy 51: Landscape requires that applications for development which would by its nature, scale, appearance or location have the potential to change local landscape character must be accompanied by a Landscape and Visual Impact Assessment.</p> <p>Recommendation:</p> <p>The proposed policy should require that a Landscape and Visual Impact Assessment is undertaken as part of the development proposals.</p> <p>The recommendation has been addressed through the requirement for the master plan to be informed by a Landscape and Visual Impact Assessment.</p> <p>WCS Policy 57 Ensuring high quality design and place shaping requires the retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development</p> <p>It is considered that the proposed policy sets appropriate requirements in this regard.</p> <p>Recommendation</p> <p>The policy should require that proposals for the CLR should demonstrate how the design of the</p>
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												<p>This assessment will have to address the issues identified above.</p> <p>Where the CLR passes through land in the north of the allocation there is potential for an adverse effect on land which contributes to the remoteness of Langley Burrell. This needs to be considered in the policy. A mix of significant positive and negative effects is predicted arising from the country park proposals and residential and employment proposals, respectively.</p>	<p><i>route minimises the visual impact and effects to local amenity.</i></p> <p>Council response:</p> <p>Reference to this aspect should be highlighted in the supporting text</p> <p>Add additional sentence to paragraph 5.17 as follows:</p> <p>“Road proposals should demonstrate how the design of the route minimises visual impact and effects on local amenity.”</p>
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8	Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures	✓✓	Local	ST-LT	Perm	High		+	++	++	++	<p>The policy provides for the delivery of 650 dwellings of which 40% will be affordable (according to WCS43 Providing affordable homes) with a mix of dwelling sizes and tenures that reflect the Strategic Housing Market Assessment.</p> <p>This is a significant contribution to the target of at least a further 2,625 dwellings to be delivered in Chippenham, as set in WCS Policy 9 Chippenham Central Areas of Opportunity.</p>	<p>WCS Policy 43: Providing affordable homes and Core Policy 45 Meeting Wiltshire's housing needs are applicable.</p> <p><u>Recommendation:</u></p> <p><i>For the sake of clarity, it is recommended that the proposed policy clarifies that the affordable housing target for this site is 40%.</i></p>
9	Reduce poverty and deprivation and promote more inclusive and self-contained communities	?	Local	MT-LT	Perm	Med		+/-	+/-	+/-	+/-	<p>This land allocation would deliver 650 homes of mixed tenure and size, including affordable homes. This would help those who can't afford market prices. The allocation will also provide additional employment opportunities thus helping reduce poverty and deprivation, although development in this allocation situated to the east of Chippenham's least deprived areas.</p> <p>However, the policy doesn't consider specifically the housing needs of the elderly and vulnerable people as set in WCS Policy 46.</p> <p>Also, the supporting text to the policy recognises the need to maintain the network of existing Public Rights of Way, but the proposed policy does not acknowledge this need.</p> <p>Secondary schools in Chippenham are nearing capacity and could be unable to support additional number of pupils associated with development. The policy recognises this shortfall through requiring the provision of sufficient school capacity to meet the need created by the development.</p>	<p>WCS Policy 46: Meeting the needs of Wiltshire's vulnerable and older people requires the provision, in suitable locations, of new housing to meet the specific needs of vulnerable and older people.</p> <p><u>Recommendations:</u></p> <p>1-The proposed policy should require that some of the new housing meets the specific needs of vulnerable and older people.</p> <p>2-The proposed policy should require that existing PRoWs are considered and incorporated in the development.</p> <p>Council response:</p> <p>1- WCS Core Policy 46 already addresses this aspect.</p> <p>2- WCS Core Policy 60 already addresses this aspect. These are detailed aspects that are dealt with at master plan and planning application stages.</p>

10	Reduce the need to travel and promote more sustainable transport choices	?	Local	ST-LT	Perm	Med		+/-	+/-	+/-	+/-	<p>The proposed site allocation has good pedestrian and cycle links and the addition of a new railway crossing would further enhance these and increase the accessibility to the site. In addition, it is within close proximity to the local public transport corridor, including very good access to Chippenham railway station. This is likely to promote sustainable transport choices. However, while the allocation has potential for strong access by public transport, current access is weak to moderate and public transport will need to be improved for this allocation. The NWRR crosses the River Avon in the southeast of the allocation and then follows the river southwards. There is potential for development to integrate with the NWWR and improve pedestrian and cycle links to the railway station, town centre and Wiltshire College from the north.</p> <p>It is expected that new traffic generated by the development may result in significant adverse impact on the existing highway network, particularly as it would require traffic to go through Chippenham town centre, which already suffers from significant levels of congestion, although this potential congestion could be addressed by the link road and railway line crossing.</p> <p>A mix of non-significant positive and negative effects is predicted.</p>	<p>WCS Policy 60 Sustainable Transport requires the council to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire</p> <p><u>Recommendation:</u></p> <p><i>It is recommended that requirement sfor improvements to public transport and integration with the NWRR to improve pedestrian and cycling links to the railway station, town centre and Wiltshire College s introduced in the policy.</i></p>
11	Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth	✓	Local	ST-LT	Perm	Med		+	+	+	+	<p>This development will provide a small scale 5ha of B1/B2 employment uses to respond to identified local need, therefore positively contributing to the local economy. These uses would be co-located within the area of residential land.</p>	<p>WCS Policy 34 Additional employment land supports proposals for employment development (use classes B1, B2 or B8) within the Principal Settlements, Market Towns and Local Service Centres, in addition to the employment land allocated in the Core Strategy.</p>

											<p>The site allocation lies approximately 1.5 miles from Chippenham town centre and is easily accessible by non-motorised modes of transport and. It is also in an area of moderate access to the public transport corridor. The CLR will provide strong access to the PRN and holds the potential to become a future public transport corridor. The proximity of the allocation to Chippenham town centre would support movement between the allocation and the town centre, supporting the town's viability.</p> <p>The CLR will integrate with the permitted link road and reduce congestion and through traffic in central areas of the town. This will provide further support to the vitality of the town.</p> <p>This will assist with the provision of long-term sustainable economic growth.</p>	<p>It is considered that the proposed policy sets appropriate requirements in this regard. No recommendations.</p>	
12	Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local business and a changing workforce	✓	Local	ST-LT	Perm	High		+	+	+	+	<p>Integration of the CLR with the permitted link road creates strong connections to the PRN and strategic lorry route for employment development for this allocation. This ensures strong transport connections to the strategic road network for employment uses.</p> <p>The natural environment setting of the site will provide an attractive setting for new business premises and will offer the potential for improved property as well as providing opportunities for recreation of workers during the working day in the urban park.</p>	None identified.

Table B.3– Assessment of Policy CH4: Chippenham Riverside Country Parks**POLICY CH4: Chippenham Riverside Country Parks**

Proposed changes to policy shows deleted text in ~~strike through~~ and new text in **bold**

New assessment text in **bold**

Land adjacent to and relating to the River Avon running through allocations at South West Chippenham **and** Rawlings Green ~~and East Chippenham~~ will be developed for use as country parks, to include the following uses:

- informal open space
- extended existing and new rights of way
- areas for protection and enhancement of nature conservation interest
- sports pitches
- enhanced routes for cycling and walking to and from the town centre

Development will be subject to the requirements that no new buildings or structures are built within flood risk areas.

The use of these areas will take place in accordance with a management plan approved by the Council.

		Effects						Assessment					
SA Objective		Mag	Scale	Dur	T/P	Cert		ST	MT	LT	Sm	Commentary	Mitigation/Recommendations
1	Protect and enhance all biodiversity and geological features and avoid irreversible losses	✓	Local	ST-LT	Perm	Med		++	+++	+++	+++	The creation of country parks at the allocations CH1 and CH2 will allow for the protection of important nature conservation value of many of the features and habitats in these areas and their protection and enhancement in perpetuity. It will also give a very positive contribution for the retention and enhancement of the Green Infrastructure Network and introduce new green corridors. These effects will	<p>Policy CH4 is in line with the requirements of WCS Policy 50 Biodiversity and Geodiversity and Policy WCS52 Green infrastructure.</p> <p>WCS Policy 50 requires that any new development incorporates measures to protect and enhance biodiversity and geological features.</p> <p>WCS Policy 52: Green infrastructure requires development to make provision for the retention and</p>

POLICY CH4: Chippenham Riverside Country Parks

Proposed changes to policy shows deleted text in ~~strikethrough~~ and new text in **bold**

New assessment text in **bold**

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POLICY CH4: Chippenham Riverside Country Parks

Proposed changes to policy shows deleted text in ~~strikethrough~~ and new text in **bold**

New assessment text in **bold**

[illegible]

POLICY CH4: Chippenham Riverside Country Parks

Proposed changes to policy shows deleted text in ~~strike through~~ and new text in **bold**

New assessment text in **bold**

													No recommendations.
7	Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place	✓	Local	ST-LT	Perm	Med		+	++	++	++	<p>The proposed country parks have the potential to significantly enhance the character of the local landscape as well as providing landscape screening and buffer of the proposed development. In the case of Rowden Conservation Area the country park will provide a large informal open space area that includes the historic feature and landscape setting.</p>	<p>WCS Policy 51: Landscape requires that applications for development which would by its nature, scale, appearance or location have the potential to change local landscape character must be accompanied by a Landscape and Visual Impact Assessment.</p> <p>WCS Policy 57 Ensuring high quality design and place shaping requires the retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development</p> <p>No recommendations.</p>
8	Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures							0	0	0	0	<p>No predicted effects as the policy does not allocate housing.</p>	N/A

POLICY CH4: Chippenham Riverside Country Parks

Proposed changes to policy shows deleted text in ~~strike through~~ and new text in **bold**

New assessment text in **bold**

9	Reduce poverty and deprivation and promote more inclusive and self-contained communities	✓	Local	MT-LT	Perm	Med		+	+	+	+	The proposed country parks will extend existing and provide new Public Rights of Way, provide additional informal open space and sports pitches which will contribute to increase community inclusiveness. Thus a positive contribution to the achievement of this objective.	No recommendations.
10	Reduce the need to travel and promote more sustainable transport choices	✓	Local	ST-LT	Perm	Med		+	+	+	+	To the extent that enhancement of the existing and provision of new walking and cycling routes will be part of the proposed country parks, they will contribute positively to the achievement of this objective.	WCS Policy 60 Sustainable Transport requires the council to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire No recommendations.
11	Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth	✓	Local	ST-LT	Perm	Med		++	++	++	++	High quality environments such as the proposed country parks offer comparative location advantages to attract and retain business. They are likely to raise property and land values due to the proximity to high quality green space and stimulate further economic investment.	None identified.
12	Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local business and a changing workforce	✓✓	Local	ST-LT	Perm	High		++	++	++	++	The natural environment setting provided by the proposed country parks will provide an attractive setting for new business premises as well as providing opportunities for recreation during the working day. Also, high quality environments around where people live and work can inspire	None identified.

POLICY CH4: Chippenham Riverside Country Parks

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New assessment text in **bold**

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Table B.4: Assessment of Policy CH5 Strategic Transport Network

POLICY CH5: Strategic Transport Network (A350 at J17 of M4)													
New assessment text in bold													
Policy CH5													
Strategic Transport Network (A350 at J17 of M4)													
Work will be undertaken in collaboration with Highways England to develop and improve the Strategic Transport Network to support the objectives and policies of the Chippenham Site Allocations Plan. The following improvements to enhance the Strategic Transport Network will be progressed:													
<ul style="list-style-type: none"> Part signalisation of Junction 17 of the M4 to mitigate the cumulative impact of development on this junction and unlock Chippenham's potential for growth as a Principal Settlement in Wiltshire. Further detailed study will be undertaken to agree a detailed scheme design which will incorporate protection for the geological SSSI associated with the west bound off slip road. 													
		<i>Effects</i>				<i>Assessment</i>							
SA Objective		Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	Commentary	Mitigation/Recommendations	
1	Protect and enhance all biodiversity and geological features and avoid irreversible losses						0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None	
2	Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings						0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None	
3	Use and manage water resources in a sustainable manner						0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None	
4	Improve air quality throughout Wiltshire and minimise all sources of environmental pollution	?	Local	MT-LT	Perm	Med	+	+	+	+	Through reducing queuing on the A350 this policy may result in slight positive effects on air pollution.	None	

5a	Minimise our impact on climate change...	?	Reg/Nat	MT-LT	Perm	Med		+	+	+	+	Through reducing queuing on the A350 this policy may result in slight positive effects on reducing carbon dioxide emissions from vehicles.	None
5b	And reduce our vulnerability to future climate change							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None
6	Protect, maintain and enhance the historic environment							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None
7	Conserve and enhance the character and quality of Wiltshire's rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective as it is a 'soft' measure.	None
8	Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective.	None
9	Reduce poverty and deprivation and promote more inclusive and self-contained communities							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective.	None
10	Reduce the need to travel and promote more sustainable transport choices							0	0	0	0	Part signalisation of Junction 14 of the M4 is unlikely to have any effects on this SA objective. These schemes would result in better traffic flow leading to reduced congestion, but it would not lead to reducing the need to travel nor provide opportunity for sustainable modes of transport.	None

11	Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth	✓	Local	ST-LT	Perm	Med		+	+	+	+	Part signalisation of Junction 14 of the M4 would lead to improved journey times on the A350 due to reduced congestion at peak times, therefore contributing to sustainable economic growth.	None
12	Ensure adequate provision of high quality employment land and diverse employment opportunities to meet the needs of local business and a changing workforce	✓	Local	ST-LT	Perm	High		+	+	+	+	Part signalisation of Junction 14 of the M4 would lead to improved journey times on the A350 due to reduced congestion at peak times, therefore improving accessibility to existing and future employment centres.	None

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