



## Chippenham Site Allocations Plan

# Changes suggested by the Council during the Examination period

Version 1

28 October 2015

# Chippenham Site Allocations Plan

## Proposed Examination Changes

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

**Table 1 Changes suggested by the Council during the Examination period, Version 1.**

Change no	Page	Para	Reasons for proposed change	Proposed Change
Chapter 2				
2/01	10	2.15	To improve consistency with the published evidence.	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 <b>by mixed use strategic site development during the plan period</b> <del>unless other options are exhausted.</del>
Chapter 3				
3/01	18	3.11	Correct typographical error	The allocation and development of strategic sites will inevitably bring about fundamental change from rural to urban <del>to areas around the town.</del>
Chapter 4				
4/01	25	4.24	To improve clarity  minor variation to site boundaries may arise as a result of any new detailed assessment prepared as part of the master plan and planning application process  (NB this is an additional amendment to Proposed Change 10)	<b>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 policies 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 new evidence presented at the time of application. <del>on landscape grounds.</del></b>

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4/02	24	4.21	To improve internal consistency of the Plan  (NB this is an additional amendment to Proposed Change 9)	.... This area has no obvious features that form a logical natural boundary. The chosen site option identified in Figure 4.1 <b>suggests</b> creates a new potential boundary by taking a new distributor road to form a landscaped corridor that would provide visual containment and an attractive edge to the town. <b>The final detailed alignment of the new distributor road will be determined through the master plan process that is required to support any planning application and will be informed by detailed studies in relation to, for example, landscape impact, biodiversity, heritage assets and ground conditions.</b>
4/03	25	4.23	To acknowledge that a key outcome of the site selection process is the delivery of an eastern link road.	<b>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.</b> 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.
4/04	25	4.24b	To acknowledge that a key outcome of the site selection process is the delivery of an eastern link road.  New paragraphs 4.24b – 4.24f.	<b>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.</b>

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				<p><b>4.24c</b> 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><b>4.24d</b> 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><b>4.24e</b> 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><b>4.24f</b> 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 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><b>4.24g</b> Proposals for East Chippenham will complete the link to the A4. Along with</p>

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				<b>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.</b>
Chapter 5				
5/01	31	5.7	To improve consistency with the Chippenham Plan Habitats Regulations Assessment recommendation.	<b>A If a river</b> footbridge <b>is considered as part of the master plan process</b> 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 <b>and bat flight lines</b> . A riverside country park will be managed to promote good pedestrian and cycle access to and from the town centre.
5/02	31	5.5	To improve clarity  Rephrase to better explain how Heritage Assets will be protected through the application process.  (NB this is an additional amendment to Proposed Change 20)	The proposals include provision of a large area of informal open space that includes the <del>historic features</del> <del>assets</del> and landscape setting to the Rowden Conservation Area. <del>Development should be set back from the edge of Rowden Conservation Area.</del> <del>Layout and design must preserve the importance of agricultural land as a setting contributing to the significance of Rowden manor and farm.</del> 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. <del>These elements will be considered in detail as a part of a historic assessment of the site which will inform the master plan.</del>
5/03	38	5.20	To improve internal consistency of the Plan	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 <b>unless specific proposals for inward investment appropriate to Chippenham come forward that cannot be accommodated on existing and other employment sites</b>

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Chapter 6				
6/01	44	6.14	<p>To add reference to existing and proposed monitoring framework to add clarity.</p> <p>New paragraphs 6.14a and 6.14b</p>	<p><b>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:</b></p> <ul style="list-style-type: none"> <li>• <b>Permissions granted or refused that support policy</b></li> <li>• <b>NOMIS official labour market statistics (e.g. Ratio of resident workers to jobs).</b></li> <li>• <b>% of new and converted dwellings on previously developed land.</b></li> <li>• <b>Quantum of houses and employment land delivered since the start of the plan period.</b></li> </ul> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>Indicator: Average annualised total completions from allocated sites</b></p> <p><b>Target: 176 (1,935/11) dpa.</b></p> <p><b>Triggers for review (including assessing need to respond to any barriers to growth):</b></p> <p><b>a) 3 consecutive years where delivery of housing from the allocated sites is below 176 dpa following the adoption of the CSAP.</b></p>

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				<b>b) Fewer than 880 dwellings built from within Chippenham site allocations by 2020.</b>



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