



Chippenham Site Allocations Plan

Scope of the plan consultation (Regulation 18)

December 2014

Wiltshire Council

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Chippenham Site Allocations Development Plan Document

Regulation 18 Consultation Report – Summary of Issues Raised and Council's Response

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1. Introduction

- 1.1. The council declared its intention to prepare the Chippenham Site Allocations Development Plan Document (DPD), or 'Chippenham Site Allocations Plan', in its Local Development Scheme (LDS) of January 2014¹. To ensure plans are prepared on a sound footing, the Council is obliged to undertake a consultation and seek representations on the proposed scope of such intended DPDs. This is a requirement under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2. The scope of the Chippenham Site Allocations DPD was described in the LDS as intending to ensure that specific development sites are allocated at Chippenham to fulfil the growth planned for the town over the period to 2026. It would include proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework (NPPF) and cover the geographic area of the Chippenham Community Area and parts of the Corsham and Calne Community Areas which are adjacent to the built area of Chippenham town.

2. Part 1 – Process of consultation

- 2.1. Comments were invited during a six week consultation period between Monday 24 March 2014 and Monday 5 May 2014 (inclusive). The consultation was planned to meet all of the requirements of Regulation 18 ('preparation of a local plan') of the Town and Country Planning (Local Planning) (England) Regulations 2012, which states:

“(1) A local planning authority must—

(a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and

(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.

(2) The bodies or persons referred to in paragraph (1) are—

(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;

(b) such of the general consultation bodies as the local planning authority consider appropriate; and

(c) such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations.

(3) In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).”

¹ The council's Local Development Scheme (document reference EXAM/79, January 2014) explains the purpose and content of the Plan in more detail. Available to view online at: <http://www.wiltshire.gov.uk/wcs-exam78b-wiltshire-local-development-scheme-final-jan-14.pdf>

- 2.2. Consultees were contacted through Wiltshire Council's Spatial Planning database which included all those who have submitted comments during previous spatial planning consultations (including the Wiltshire Core Strategy) and all statutory consultees. Approximately 7,000 emails and 6,000 letters were sent out to consultees, and an example of the letter that was sent out is attached as Appendix 1 of this report.
- 2.3. In addition public notices were placed within local newspapers across the County. The formal notice that was used is attached as Appendix 2 of this report.
- 2.4. As stated in the letter and notice, the consultation documents (i.e. the council's approved Local Development Scheme) were made available to view on the council's website and respondents were able to respond via post or email.

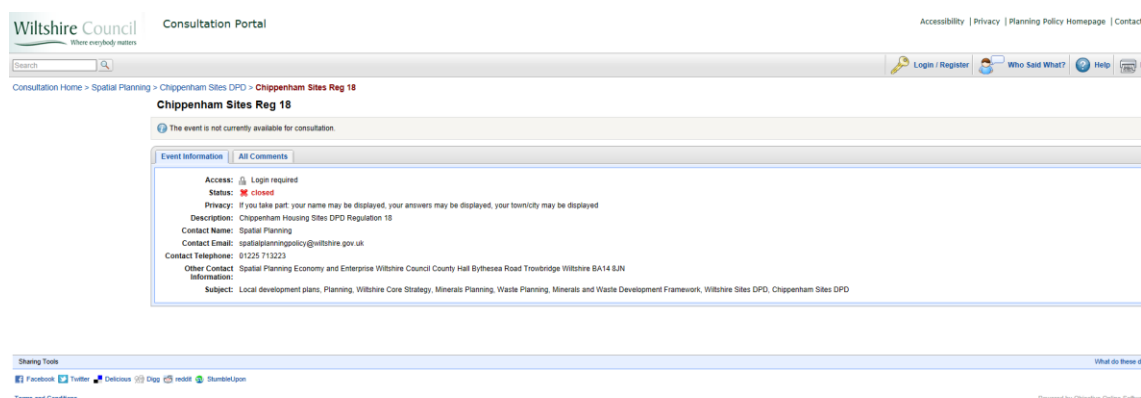


Figure 1 Print screen of the council's consultation portal page for the Regulation 18 consultation. Accessible at: http://consult.wiltshire.gov.uk/portal/spatial_planning/chippenham_sites_dpdp

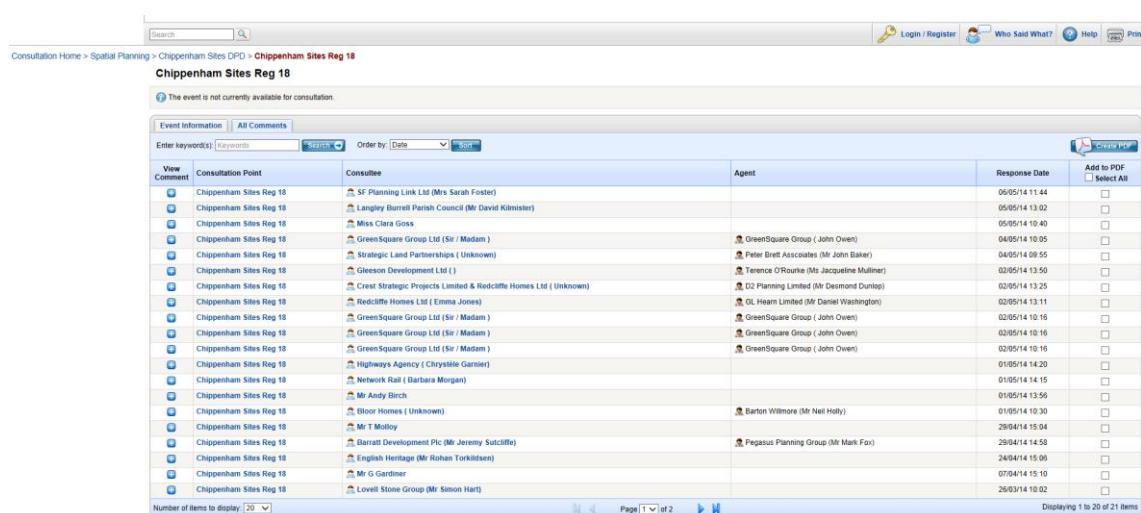


Figure 2 Print screen of the council's consultation portal page for the Regulation 18 consultation (with representations inputted and processed). Accessible at: http://consult.wiltshire.gov.uk/portal/spatial_planning/chippenham_sites_dpdp

- 2.5. At the same time the council also consulted on the scope of a proposed Wiltshire Housing Site Allocations DPD. It also issued a 'call for sites' inviting potential development sites to be submitted to the council for consideration through the preparation of both DPDs. The consultation letters and formal notices sent out in relation to the Chippenham Site Allocations DPD also relate to these consultations.

3. Part 2 - Summary of responses

- 3.1. This section of the report sets out an overview of the comments received in response to the consultation.
- 3.2. A total of 21 responses were received during the consultation period. These are available to read in full, as attached in Appendix 4 of this report². Several responded to the call for sites and did not comment specifically on the scope of the Plan. The remainder made a variety of comments broadly under three headings:
- The plan area
 - Strategic sites and non strategic housing development.
 - Process and methodology of plan making

The Plan area:

- 3.3. A number of respondents considered that there was a need to make explicit reference to the geographic area to be covered by the Plan, and that there was the potential for confusion since the stated intention of the Plan was to cover the community area, yet possible growth scenarios for the town could involve land outside the community area in Calne and Corsham. The Plan's precise relationship with the proposed Housing Site Allocations DPD was therefore considered by some respondents to be unclear. Some responses suggested that the Plan should focus on the growth of the town rather than also deal with the remainder of the community area and rural settlements.

Strategic sites and non-strategic housing allocations:

- 3.4. Some of the submitted representations stated that the focus of the Plan needed clarification and that it was not clear whether 'specific development sites' meant solely revisiting the allocation of 'strategic sites' or should also include 'non strategic housing sites'. Long lead in times for large and complicated sites, the need to plan positively and sustain a supply of deliverable sites for housing development indicated a need to consider a range of sites for inclusion in the Plan not just 'strategic' ones. Urban capacity and brownfield opportunities could also then be considered in detail before drawing up plans for urban encroachment into the countryside. Alternatively, some comments suggested that the Plan needed to focus on the task of identifying strategic sites and major regeneration opportunities. These representations said that the Plan should be kept relatively uncomplicated and should not seek to address and resolve all

² All comments submitted during this consultation period are also available to view on the council's online consultation portal at:
http://consult.wiltshire.gov.uk/portal/spatial_planning/chippenham_sites_dpd/

the planning issues facing Chippenham, particularly given the limited time available to prepare the plan.

Process and methodology of plan making:

- 3.5. Some comments received related to queries about the plan making process and the methodology for selecting development sites at Chippenham.

Council's response

The Plan area:

- 3.6. The central rationale for the Plan is to plan for the growth of Chippenham town. Responses support this purpose. The Plan's focus is on planning long term growth and prioritising employment needs. Decisions about a direction for the town's growth are needed as soon as possible in order to avoid jeopardising investment or settling for ad hoc solutions that do not consider the town's needs in a comprehensive way. These factors suggest a tighter geographic focus on a Plan area around the town rather than the whole community area and to focus on the urban expansion of the town.
- 3.7. The central purpose behind the Wiltshire Housing Site Allocations DPD was to review settlement boundaries throughout the County with the exception of those settlements included in the Chippenham Site Allocations DPD, as well as identify new housing allocations at these settlements as appropriate to ensure supply of housing across the plan period. As currently proposed the settlement boundaries for the large villages in the Chippenham Community Area would be appraised in the Chippenham Site Allocations DPD rather than the Wiltshire Housing Site Allocations DPD. This could cause confusion, especially if the timeframes for the two plans do not proceed in tandem. In the interests of expediency and efficiency in plan making it would be beneficial for the 'Large Villages'³ within the Chippenham community area to be considered consistently with other Large Villages within Wiltshire.
- 3.8. There would be a clear division of responsibilities between Wiltshire Housing and Chippenham Site Allocations DPDs if the Chippenham Plan area was amended to focus on the town's growth alone.
- 3.9. Given the geography of the existing urban area of Chippenham and its close relationship with the parish boundaries of Lacock, Bremhill and Calne Without, it is inevitable that land within these areas will need to be considered if the council is to plan positively and comprehensively for development at Chippenham.
- 3.10. The council's response is to amend the Chippenham Site Allocations DPD Plan Area to focus on Chippenham Town. The Plan is however considering sites adjacent to the continuous urban area of Chippenham, some of which are located within adjoining parishes and community areas. It is not appropriate to exclude land on the edge of

³ As defined in the Settlement Strategy (Core Policy 1) of the Wiltshire Core Strategy. Large Villages are defined in the settlement hierarchy as settlements with a limited range of employment, services and facilities. There are five Large Villages in the Chippenham Community Area: Christian Malford, Hullavington, Kington St Michael, Sutton Benger and Yatton Keynell.

Chippenham simply because the land is outside of the Chippenham Town administrative boundary. The Local Development Scheme will be amended accordingly.

Strategic sites and non-strategic housing allocations:

- 3.11. The focus of the Plan is on the town's growth and in accordance with Core Policy 10 of the emerging Wiltshire Core Strategy its main objective is the identification of strategic mixed use sites for businesses, new homes and the infrastructure necessary to support them. The purpose is to provide a comprehensive framework that involves large sites and planning for key infrastructure.
- 3.12. Smaller sites, purely for housing, will not help directly to meet key objectives for Chippenham such as providing land for jobs and business. Indeed, there is a risk that planning for sites like these might result in a piecemeal approach that does not deliver the necessary infrastructure and so the Plan seeks to avoid this, as discussed further below.
- 3.13. The core strategy recognises the limited opportunities for the redevelopment of brownfield sites in Chippenham, which means that it is necessary to identify Greenfield sites on the edge of town. The Core Strategy sets a broad direction for growth east of the A350 (see paragraph 5.54b of the Chippenham Area Strategy). In any part of this area non-strategic housing sites could be seen as just sub-dividing potential strategic sites making it more difficult to manage growth that meets the town's need and aspirations and to enable the delivery of key infrastructure, including transport solutions, to be planned for alongside homes and jobs. A comprehensive approach provides greater certainty and represents more positive planning.
- 3.14. A considerable amount of work has already been undertaken by both the Council and potential developers to test and design potential development schemes. There will not therefore be the same lead in times to development that there might otherwise be. This is supported by detailed information provided by the developers themselves. On the justification of plugging a short term gap in housing land supply, there do not appear to be strong enough reasons to broaden the scope of the Plan to also identify 'non-strategic' housing sites.
- 3.15. The delivery of 'non-strategic' housing sites within the existing built up area of Chippenham can already be brought forward where they are in accordance with the development plan. There is no need to repeat these policies within the Chippenham specific DPD.

Process and methodology of plan making:

- 3.16. A series of briefing notes will be prepared to explain essential aspects of the plan making process, and clarify some matters that were outside of the scope of the plan. In addition, the proposed site selection methodology will be subject to an informal period of consultation.

Proposed actions in response to consultation

3.17. Amend the last paragraph of the description of the Plan's role and subject in the Wiltshire Local Development Scheme to say as follows:

- “The Site Allocations DPD specifically for Chippenham will be in line with the timescale of the Core Strategy setting out development to provide for housing need up to 2026. It will identify specific development sites, in the form of strategic sites, for Chippenham to fulfil the growth planned for the town over the period to 2026. The Plan may also present policies designed to enable the delivery of priority regeneration schemes as set out in the draft Chippenham Town Centre Masterplan. It will also review the settlement boundary to Chippenham. Any changes to the settlement boundary will be made in accordance with the approach used by the Wiltshire Housing Site Allocations DPD. It will include proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework. The Plan Area will focus on the built up area of Chippenham and its immediate surroundings.”

3.18. Amend the geographic coverage of the plan in the Wiltshire Local Development Scheme to:

- Chippenham town and its immediate environs ~~community area~~ incorporating parts of Corsham and Calne community area which are adjacent to the built area of Chippenham town.

3.19. Amend the plan area:

- As illustrated in Appendix 3

3.20. The council will prepare a series of briefing notes to address frequently asked questions arising during the consultation concerning for example the role of strategic sites, the process by which preferred sites will be selected and the relationship of the Chippenham Site Allocations Plan with neighbourhood planning.

Newly submitted and resubmitted sites

3.21. As part of this Reg 18 consultation, a number of representations did not relate to the scope of the plan but to the council's 'call for sites'. Site submission proformas were received relating to the following sites in Chippenham:

- The Paddocks, Patterdown Farm, Chippenham
- Parklands Malmesbury Road, Chippenham Hill Rise/Greenway Court, Regeneration
- Redland Patchway, Chippenham
- Sheldon Road, Chippenham
- Land at Hunters Moon, Chippenham
- Land behind Gardners Drive, Hullavington

3.22. The full submitted proformas are available to view in Appendix 4 to this report. National policy requires local authorities to produce a Strategic Housing Land Availability

Assessment (SHLAA) for their housing market area and so these sites will be considered for the council's next update to the SHLAA.

Appendix 1 – Regulation 18 consultation letter: notification of intention to prepare two new Development Plan Documents (March 2014)

20/3/2014

[Consultee Name]
[Address Line 1]
[Address Line 2]

Spatial Planning
Economic Development and Planning
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Our ref : [Our ref]

Dear [Consultee Name],

Notification of Intention to Prepare Two New Development Plan Documents

Wiltshire Council has published its intention to prepare the following Development Plan Documents (DPDs):

- Wiltshire Housing Site Allocations DPD; and
- Chippenham Site Allocations DPD.

To ensure development plans are as informed as possible from the outset of the preparation process, the Council is undertaking a consultation designed to seek representations on the proposed scope of such documents. The purpose of this letter is to invite such comments.

Wiltshire Housing Site Allocations DPD

The scope of this document is proposed to cover two key matters. Its primary role is to support the delivery of housing growth set out within the emerging Wiltshire Core Strategy.

The document will identify sufficient land (in the form of sites) across Wiltshire to provide surety of housing delivery over the plan period to 2026.

In addition to identifying sites for housing delivery, the document will review settlement boundaries, as defined in the emerging Wiltshire Core Strategy in relation to: the Principal Settlements of Salisbury and Trowbridge; Market Towns; Local Service Centres in the South Wiltshire Housing Market Area; and Large Villages.

The document will present proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework. It will consider sites in relation to the geographic area of Wiltshire, but excluding Chippenham. Growth at Chippenham is to be dealt with as a separate DPD, as set out below.

Chippenham Site Allocations DPD

The scope of this document is designed to ensure that specific development sites are allocated at Chippenham to fulfil the growth planned for the town over the period to 2026.

The document will also present policies designed to enable the delivery of priority regeneration schemes as set out in the draft Chippenham Town Centre Masterplan.

The document will include proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework. It will cover the geographic area of the Chippenham Community Area and parts of the Corsham and Calne Community Areas which are adjacent to the built area of Chippenham town.

Consultation arrangements

If you would like to comment on the proposed scope of these documents, these should be submitted during the **6 week** consultation period, running from **Monday 24 March** until **Monday 5 May 2014**. Representations can be emailed to: spatialplanning@wiltshire.gov.uk. Alternatively, please send your representations to: Spatial Planning, Economic Development and Planning, Wiltshire Council, County Hall, Trowbridge, BA14 0HD.

Further detail in terms of the timetable for preparing these documents is set out in the Council's latest [Local Development Scheme](#).

Call for Sites

The plan making process will involve the consideration of site proposals. If you have a site which you would like to be considered as part of this process, please let us know by completing the forms available on the Council's Strategic Housing Land Availability Assessment web site (address below).

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/strategichousinglandavailabilityassessment.htm>

If you have any queries about this 'Call for Sites' please contact the Council's Monitoring & Evidence Team via email: spatialplanningpolicy@wiltshire.gov.uk. Alternatively, please call the Spatial Planning Team on 01225 713223.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Alistair Cunningham', with a long, sweeping horizontal line extending to the right.

Alistair Cunningham
Associate Director
Economic Development & Planning
Wiltshire Council

Appendix 2 – Notice of Intention to Consult on the Scope and Content of the Draft Chippenham Site Allocations DPD (March 2014)

**Planning and Compulsory Purchase Act 2004
The Town and Country Planning (Local Development) (England) Regulations 2012
(Regulation 18)**

Notice of Intention to Consult on the Scope and Content of the Draft Wiltshire Housing Site Allocations Development Plan Document (DPD) and the Draft Chippenham Site Allocations Development Plan Document (DPD)

Wiltshire Council has committed to preparing the following development plan documents (DPDs):

- Wiltshire Housing Site Allocations DPD
- Chippenham Site Allocations DPD

At this initial stage of the plan making process, the Council has undertaken to consult on the proposed scope of the draft documents, as set out below. Further details can also be found in the Council's approved [Local Development Scheme](#).

Wiltshire Housing Site Allocations DPD

The scope of this document is proposed to cover two key issues. Its primary role is to support the delivery of housing growth set out within the emerging Wiltshire Core Strategy.

The document will provide surety of housing delivery over the plan period to 2026 by identifying sufficient land (in the form of sites) to accommodate growth in line with the policy framework set out in the emerging Wiltshire Core Strategy DPD.

In addition to identifying sites for housing delivery, the document will review settlement boundaries as defined in the emerging Wiltshire Core Strategy in relation to: the Principal Settlements of Salisbury and Trowbridge; Market Towns; Local Service Centres in the South Wiltshire Housing Market Area, and Large Villages. The work will help support long-term housing delivery and provide a timely review of now out-dated 'saved' policies from the extant District Local Plans.

Chippenham Site Allocations DPD

The scope of this document is designed to ensure that specific development sites are allocated to fulfil the growth planned for the town over the period to 2026.

The document will also present policies designed to enable the delivery of priority regeneration schemes set out in the draft Chippenham Town Centre Masterplan.

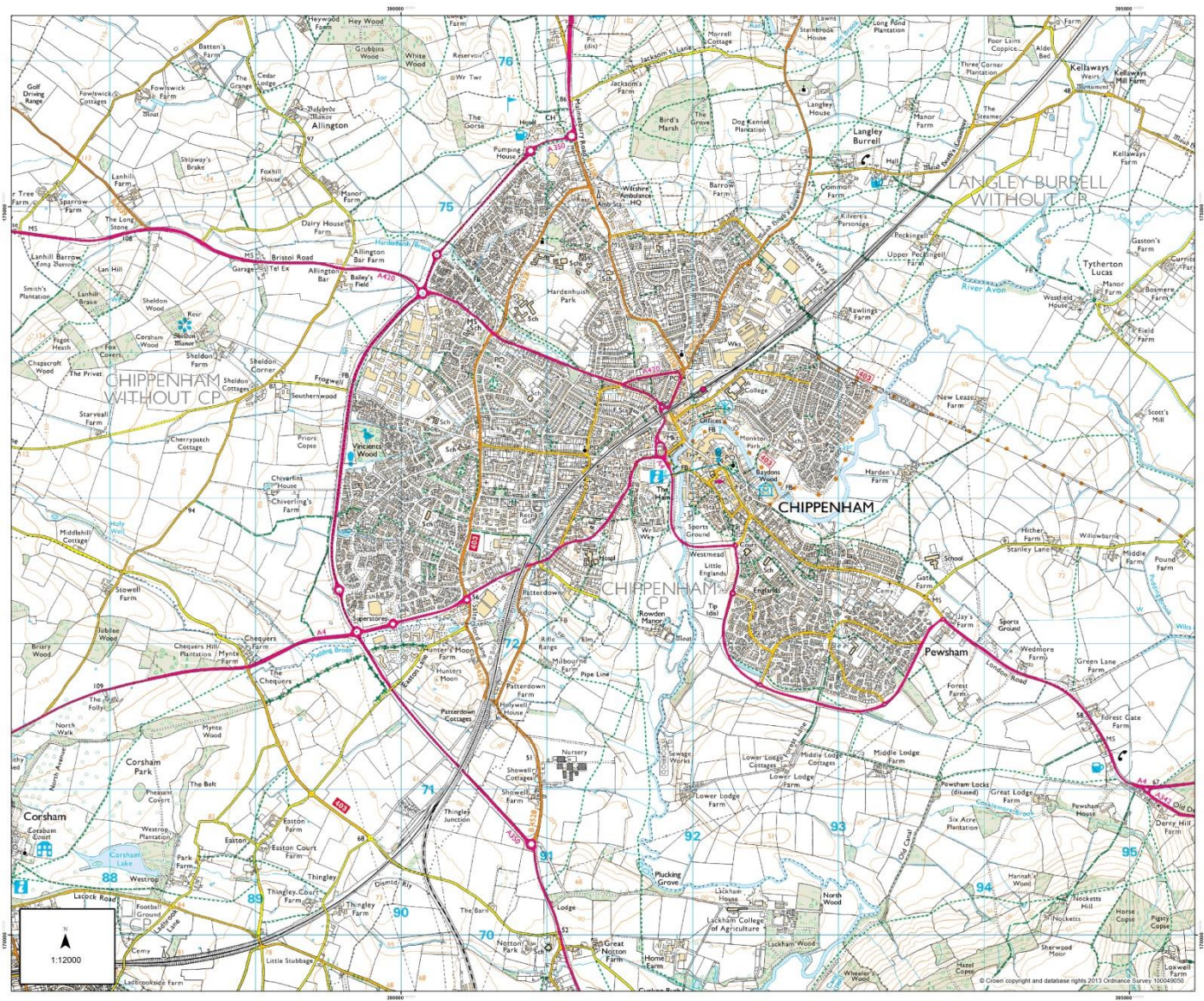
The document will include proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework. It will cover the geographic area of the Chippenham Community Area and parts of the Corsham and Calne Community Areas which are adjacent to the built area of Chippenham town.

At this initial stage, comments are invited on the proposed scope of these documents. Representations at this stage should be limited to matters that pertain to what the representor considers should form the basis of what's included in the draft documents.

The consultation will last **6 weeks**, running from **Monday 24 March** until **Monday 5 May 2014**. Representations can be emailed to: spatialplanning@wiltshire.gov.uk. Alternatively, please send your representations to: Spatial Planning, Economic Development and Planning, Wiltshire Council, County Hall, Trowbridge, BA14 8JD.

Alistair Cunningham
Director, Economy and Regeneration
Wiltshire Council

Appendix 3 – Map of revised Chippenham Site Allocations Plan Area



Appendix 4 – Schedule of representations received

Comment

Consultee	Mr Simon Hart (393520)
Email Address	s.hart@lovellpurbeck.com
Company / Organisation	Lovell Stone Group
Address	Upper Chicksgrove Tisbury SP3 6LZ
Event Name	Chippenham Sites Reg 18
Comment by	Lovell Stone Group (Mr Simon Hart)
Comment ID	1
Response Date	26/03/14 10:02
Status	Processed
Submission Type	Email
Version	0.6

Comments

Comments

The only comments I have to make regarding the scope of the two new plans is the supply of local building stone, and where possible the use of local building stone should be used to fit in with the local vernacular of the area. Also sustainability of building materials should be looked at, with local stone being top of the list.

SHLAA submission

SHLAA submission	No
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Comment

Consultee	Mrs Sarah Foster (397854)
Email Address	sarah@sfplanninglink.co.uk
Company / Organisation	SF Planning Link Ltd
Address	Southsea Cottage Days Lane Chippenham SN15 5PB
Event Name	Chippenham Sites Reg 18
Comment by	SF Planning Link Ltd (Mrs Sarah Foster)
Comment ID	2
Response Date	06/05/14 11:44
Status	Processed
Submission Type	Email
Version	0.6
Files	ID3987854 Rep2 Patterdown Farm. shlaa-call-for-sites. May 2014.pdf Location plan.1.10 000.Patterdown Farm.jpeg

Comments

Comments

We write in response to your request for comment on the proposed scope of this document .

We act for land owners of land to the north of Patterdown Farm which formed part of the strategic housing allocation for South West Chippenham in the Wiltshire Core Strategy pre- Submission document , Feb 2012.

(see attached plan).

We understand there is no draft scope to comment upon at this stage. The points we wish to make to be considered in setting the scope for the strategy are set out below:-

1. The increased proposed housing allocation for Chippenham up to 2026 must identify sites capable of delivering the housing allocation finally agreed within the plan period.
- 2 . The landowners of the proposed sites should be in agreement to the development of their land and , where there are multiple ownerships , evidence of an agreement between the landowners to deliver the site allocation, in its entirety ,be provided to the Council. This should specifically refer to lack of ransoms or where these are in place , to an equalisation / mutually acceptable arrangement to be in place to enable unfettered delivery.
3. The financial viability of the proposed allocations should be tested before allocation is confirmed. This is to include major infrastructure to enable development, costs to access and service the land , to make contributions to CIL .

4. As part of the testing process to prove the practical delivery of the land , any constraints to its development should be made public and an assessment made as to whether these can be overcome in the Plan period. The test should concentrate on the programme and costs for solutions to any technical constraints.

5. The geographical area of land to be assessed should be clear. There is currently a discrepancy between the areas proposed in the Council's e mail of 20 March and the verbal advice given by officers.

If the DPD is truly to identify sites to deliver the housing allocation for Chippenham Town then it should reflect Chippenham Town and it's immediate surrounds only. The boundary of the Chippenham Community Area extends to the villages beyond as set out in Core Policy 10 of the Pre – submission Document. It is appropriate for parts of the Calne and Corsham Community areas to be included where they are relevant to the urban fringe of Chippenham. The extent of this geographical area therefore needs to take notice of major constraints such as flood plain, accessibility and the existing and proposed strategic highway network.

6 . The Housing allocation for the villages listed in Core Policy 10 of the Pre – submission Document should be identified separately and a separate DPD prepared for these. The figure for the villages should also take a share of the increase in housing numbers recommended by the Inspector in order to reflect the need for growth in these settlements and to enable choice for local people.

We trust these comments are considered in the preparation of the scope for the Chippenham Site Allocations DPD.

The land at Patterdown Farm is available and deliverable within the Plan period and we will be pleased to provide evidence to substantiate this to satisfy the points for the scope of the document as set out above.

Please do not hesitate to contact me if you have any queries.

[Please see attached SHLAA form and location plan.]

SHLAA submission

SHLAA submission

Yes

Wiltshire calls for sites submission form

Strategic Housing Land Availability Assessment

National policy requires local authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) for their housing market area. This builds on previous studies and is designed to provide a more realistic and justifiable indication of capacity. It will ensure that the new planning policies within the Local Development Framework (LDF) are based on reliable evidence and are, therefore, deliverable.

In order to create a comprehensive list of sites with the potential to deliver new land uses, information has been aggregated from the previous district councils. The sites included have been identified through the ongoing 'call for sites exercise' undertaken by the former and current authorities, and other relevant data sources. Information on any further sites is gratefully received.

It is intended to gather information on all potential land uses so that the evidence is in place to address any current or future needs. As such, the sites submitted will not only contribute to the SHLAA (if they relate to housing) but also build an evidence base for other land uses. The study will identify potential sites, the sites' potential capacity and any constraints that may exist. It will also identify the actions that may be needed to be taken to make sites available, suitable and viable for development.

If a site is identified as having potential it does not necessarily mean that planning permission will be granted, or that the land will be allocated for development. We will be assessing the constraints and deciding whether sites should be developed as part of work on the Local Development Framework. Similarly, if the assessment indicates that a site is undeliverable, that is not to say that the constraints identified could not be overcome, but rather that further work would be required to realise the potential of this site, and, as such, it is not currently considered to be developable.

Guidance on submitting information

Please use the following proforma to suggest sites that you think Wiltshire Council should consider for development over the next 20 years.

Please return this form, together with a map that clearly identifies the boundary of the site. All sites will be added to the database. The Strategic Housing Land Availability Assessment is undertaken annually and so any housing site will be included in the following published assessment. For other land uses, assessments will be produced as necessary. However, all sites will be considered in any future planning work once the site has been recorded. All site information should be submitted to:

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

In completing the form please:

- use a separate form for each site
- complete the form as comprehensively as possible
- submit sites that are likely to become available for development or redevelopment in the next 20 years
- submit sites that could accommodate more than five dwellings, and are 0.15 hectares or greater.

Do not submit sites that:

- already have planning permission for residential or employment development unless different proposals are identified
- are outside of Wiltshire Council's boundary
- are within the remit of the New Forest National Park for planning purposes
- have previously been submitted to the previous or current authorities.

Please note that the information submitted using this proforma will be made public as it will form part of the evidence base to the LDF and will inform where future development may be delivered in the future. The only elements that will remain confidential are the names

Site submission proforma

For a site to be considered the proforma must:

- include details of the person submitting the site, the landowner and the appropriate contact
- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	Sarah Foster MRICS
Company	SF Planning Link
Address	Southsea Cottage, Days Lane , Kingts Langley , Wilts SN15 5PB
Telephone number	01249 750168 / mobile 0770 3187249
e-mail address	sarah@sfplanninglink.co.uk
What is your interest in the land?	Agent
Landowner	
Name	Messrs. B amd A Turner
Address	Patterdown Farmhouse, Patterdown Road , Chippenham , SN15 2NP
Telephone number	n/a
e-mail address	n/a

Contact	
Name	Sarah Foster MRICS
Address	Sf Planning Link, Southsea Cottage , Days Lane , Kington Langley , Wilts. SN15 5PB
Telephone number	01249 750168 / 07703187249
e-mail address	sarah@sfplanninglink.co.uk

Site details	
Site name	The Paddocks , Patterdown Farm
Site address	Patterdown Farm, Patterdown Road , Chippenham ,
Site postcode	SN15 2NP
Is the site in multiple or single ownership?	Single
Current and previous use of the land	Agricultural
Estimated site area (ha)	1.25 ha
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	No
Is there direct access to the land from the primary road network?	Yes
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	n/a
Is the land contaminated?	No

Are there any covenants on the land, which may prevent development?	No
Does the site have ransom strips?	No
Are there any factors that might make part/all of the site unavailable for development?	No
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	No
Are there any other issues that the council should be aware of that are not identified above?	The land was allocated as part of the South west Chippenham Strategic Housing Allocation in the Core Strategy Pre- submission Document, Feb. 2012.
Has work been undertaken to consider how these constraints may be overcome? If so please explain.	n/a
By identifying this site you are giving permission for an officer of the council to access the site to ascertain site suitability. Are there any access issues, if so please provide a contact number below.	
Phone number for access	Sarah Foster. 01249 750168 or mobile , 07703187249

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	100%
Employment (offices)	
Employment (industrial)	
Employment (warehousing)	
Retail	
Mixed uses	
Other uses	

If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	Approx. 40 dwellings
If the site is proposed for other uses, how much floor space and how many units are proposed?	n/a
Is there the potential to provide any community infrastructure as part of the site?	yes
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	n/a
2013/14	n/a
2014/15	n/a
2015/16	20
2016/17	20
2017/18	
2018/19	
2019/20	
2020/21	
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	Delivery subject to grant of full planning permission

Further information

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

Data Protection Information

Wiltshire Council has a duty to protect personal information and will process personal data in accordance with the Data Protection Act 1998 and any amendments to the Act.

The personal data you provide on this form will only be used for the purpose of the Strategic Housing Land Assessment and related purposes, it may also be used for the prevention or detection of fraud or crime and in an anonymised form for statistical purposes. The data will be stored on computer and/or manual files.

In order to administrate this Wiltshire Council may share your personal data with

- Monitoring & Evidence, Economy & Enterprise, Department of Neighbourhood & Place, Wiltshire Council

You have a right to a copy of your information held by any organisation, with some exemptions. To gain access to your personal data held by Wiltshire Council or if you have any data protection concerns please contact Wiltshire Council's Corporate Information Team dataprotection@wiltshire.gov.uk.

Sharron Evans LLM
Principal Information Officer
01225 713643
County Hall

Comment

Consultee	Mr David Kilmister (839674)
Email Address	langleyburrellpc@live.co.uk
Company / Organisation	Langley Burrell Parish Council
Address	22 The Common Langley Burrell Chippenham SN15 4LQ
Event Name	Chippenham Sites Reg 18
Comment by	Langley Burrell Parish Council (Mr David Kilmister)
Comment ID	3
Response Date	05/05/14 13:02
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

I represented this council at the meeting on 8th April, and subsequently presented the implications to our Council meeting on 14th April.

Insofar as this Parish is concerned, the principal concern is the mooted development between the B4069 and Birds Marsh (the "Barrow Farm" site), which was brought to our attention by a local landowner completely "out of the blue" at the end of March, and even now has not been officially presented to us. Even our local Wiltshire Councillor for Kington Division was totally unaware that this was on the cards, and his first reaction to me was to describe it as an "ugly joke".

This Council expresses its objections and concerns in the strongest possible terms for the following reasons:

- . This proposal comes at a time when we have just learned that the controversial Hill Corner/Birds Marsh development has been approved in principle. That development alone, with the link road to the A350 motorway feeder, will have a huge impact on the rural community surrounding north Chippenham, as well as the people in the town itself. To now learn of further proposals to extent BEYOND this perimeter link road for a further half mile into the rural area beggars belief.
- . This development, now encroaching round the eastern side of Birds Marsh, will further exacerbate the detrimental effect of urbanisation on this environmentally important site, and will ultimately result in the total sterilisation and vandalisation of the woodland and its wildlife
- . In the past, the preservation of rural buffer zones between the town and nearby rural communities has always been a fundamental principle of new developments. This latest proposal deals a final blow to the rural settlement of Langley Burrell - the urban sprawl will be in such close proximity to the village as to totally annihilate the rural nature and ambience of the community, and the existing strong community spirit will be destroyed. Development south of Birds Marsh,

we could reluctantly accept as tolerable - but this latest proposed incursion into the countryside is A STEP TOO FAR!

This council is appalled that such a proposal is even being considered at this time, and believes it should be resisted by all possible means. It should certainly NOT be included in the 2026 Core Strategy.

SHLAA submission

SHLAA submission

No

Comment

Agent	Mr Daniel Washington (835900)
Email Address	Daniel.Washington@glhearn.com
Company / Organisation	GL Hearn Limited
Address	Queen Square House Bristol BS1 4NH
Consultee	Emma Jones (556922)
Email Address	ejones@redcliffehomes.co.uk
Company / Organisation	Redcliffe Homes Ltd
Address	Redcliffe Homes Ltd Holly House Chipping Sodbury BS37 6AH
Event Name	Chippenham Sites Reg 18
Comment by	Redcliffe Homes Ltd (Emma Jones)
Comment ID	4
Response Date	02/05/14 13:11
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

Wiltshire Housing Site Allocations DPD and Chippenham Site Allocations DPD Scope of documents consultation 24th March 2014 – Tuesday 6th May 2014

I write in connection with the above consultation on behalf of Redcliffe Homes. GL Hearn act on behalf of Redcliffe in relation to land at Bradford Road, Corsham. An outline planning application for the site for the development of up to 170 dwellings, site for a medical centre and community hall, public open space and associated works is currently being considered by Wiltshire Council (14/04179/OUT) and is due to be determined in July 2014. The submitted outline application has demonstrated that the National Planning Policy Framework's (NPPF) three-dimensional sustainable development test is met. The site has been, and will continue to be, promoted through the Council's Strategic Housing Land Availability Assessment (SHLAA) and is considered to be available, developable and suitable and appropriate as a housing site allocation to contribute to the 'indicative' requirement for Corsham (town) in the emerging Core Strategy.

The Council's intention to produce a Housing Site Allocations DPD is supported. It is clear that there is not sufficient land identified within settlement boundaries and through strategic site allocations in the Core Strategy to meet the identified housing requirement of 42,000 over the plan period (2006-26) and therefore additional sites will be needed to be identified outside of existing settlement boundaries defined in the adopted Local Plans.

Housing Requirement

The current housing requirement for Wiltshire, as proposed in the Council's proposed modifications to the Core Strategy is 42,000 dwellings over the plan period (2006-26). However, it has been recognised by the Core Strategy Inspector that the objectively assessed need for the Council area is actually in the region of 44,000 dwellings over the plan period (2006-26). As such the 42,000 dwellings figure proposed in the Council's proposed modifications to the Core Strategy is an "at least" figure.

In this context, and to be robust, we consider it would be inappropriate for the Site Allocations DPD to limit allocations to just meet the Housing Requirement of 42,000 dwellings. Additionally the DPD should also take account of the potential non delivery of sites. Hence, the DPD should reflect, and should be prepared, in the context of an objectively assessed need of 44,000 dwellings.

In this context, even if sufficient sites for 42000 dwellings have been identified, there is value, in terms of ensuring appropriate provision, in identifying a supply of dwellings over the 42,000 housing requirement. This approach to the identification of sites is supported in the Council's Topic Paper 15 Addendum – Housing Requirement Technical Paper February 2014, which states:

The HMA housing requirements will remain a floor not a ceiling in order that should proposals for sustainable development over and above these figures come forward, then in accordance with the NPPF, it should be allowed. That is, it remains a permissive plan to sustainable development and as such complies with paragraph 14 of the NPPF. Paragraph 10.8

Related to the above point, the Core Strategy as proposed to be modified sets out "indicative requirements" for each Community Area (and main towns). It is stressed that these are indicative figures. Accordingly the figures act as a guide to the likely scale of housing development within each community area, but cannot be considered as absolute. On that basis, and having regard to the above, a sustainable site should not be excluded from being allocated if the Community Area as a whole has achieved its "indicative requirement".

The Local Development Scheme January 2014 (LDS) states that the Site Allocations DPD "will be used to identify sites where there is a potential shortfall in supply on the horizon, or neighbourhood planning is failing to deliver the numbers required to meet local needs". This is not planning positively to meet the identified housing need. It is accepted that where neighbourhood plans are in progress, these are expected to identify sites for development. However, the purpose of the Site Allocations DPDs is to provide certainty and transparency with regard to housing supply and the sites that will be delivered over the Plan period. The DPDs should therefore be used to positively allocate specific and deliverable sites that will contribute to meeting the Council's housing requirement. Any windfall sites should be considered as a bonus above the minimum required amount. A reliance on windfall sites to deliver the identified housing requirement is not robust and realistic, and would not be a proactive and positive response to the housing delivery challenge. Rather, the housing requirement should be properly addressed by allocating specific sustainable and deliverable sites and working with developers to ensure that the communities that are delivered are sustainable and well-planned.

Size of Sites

A lower limit of site sizes will no doubt be necessary in terms of the practicalities of producing the DPDs. A lower limit of 0.5ha or 10 dwellings is considered to be an appropriate lower limit for the Site Allocations DPDs. However, it is considered that there should be no upper limit to the size of potential sites allocated through the Site Allocations DPD, providing that a site would not conflict with the overall strategy of the Core Strategy.

Timescales

It is noted that the Chippenham Site Allocations DPD has the same timescales to adoption in the LDS (anticipation adoption in June 2015) as the overall Housing Site Allocations DPD. It is therefore not clear why two separate documents are being produced, although we recognise that there is likely to

be some eagerness on behalf of the Council to adopt both the proposed DPDs as soon as possible in order for the Council to be able to demonstrate a continued 5 year supply of available housing land.

In terms of the timetable for preparation of the two Site Allocation DPDs, it is noted that there will only be one round of formal consultation on the documents (in Sept/October 2014) before the documents are submitted for Examination. Whilst it is understood that the Council will be looking to progress the preparation of the documents as quickly as possible, we would perhaps question whether the single public consultation stage will allow appropriate consideration and scrutiny of the proposed allocations to enable the documents to be found sound at an Examination in Public.

SHLAA submission

SHLAA submission

No

Comment

Agent	Mr Desmond Dunlop (558013)
Email Address	dsdunlop@d2planning.co.uk
Company / Organisation	D2 Planning Limited
Address	Suites 3 & 4 Westbury Court Westbury - on - Trym BS9 3EF
Consultee	Unknown (392725)
Company / Organisation	Crest Strategic Projects Limited & Redcliffe Homes Ltd
Address	Unknown c/o Agent Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Crest Strategic Projects Limited & Redcliffe Homes Ltd (Unknown)
Comment ID	5
Response Date	02/05/14 13:25
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

We have been instructed by Crest Strategic Projects Limited and Redcliffe Homes Limited to submit representations in respect of the potential scope of the Chippenham Site Allocations DPD. As the Planning Authority is aware both Companies control land which was previously identified as a strategic allocation in the Pre Submission Wiltshire Core Strategy under Policy CP10 known as South West Chippenham. That Policy identified Showell Farm for employment purposes and the remainder of the site for some 800 dwellings. Both companies were disappointed that the Planning Authority agreed to delete the strategic allocations and prepare a Chippenham Site Allocations DPD rather than undertake the necessary work on the Sustainability Appraisal (SA) with a view to providing a robust and lawful SA which properly assessed the reasonable alternatives on an equal footing.

Both companies have played a full and active part in the preparation of the Core Strategy for many years and will continue to do so. Indeed representatives of both Companies attended the recent Developer's Forum on 22"d April 2014 and they will be preparing representations on the information that is to be made available following that event.

With specific regard to the scope of the Chippenham Site Allocations DPD, we consider that the following principles should be adhered to namely:

- . Minimising environmental effects and providing appropriate enhancements
- . Accessibility and the access strategy
- . The impact of development upon existing communities and facilities
- . Deliverability

In terms of secondary criterion, we consider that the following issues are particularly relevant namely:

- . Prioritising economic growth and delivering housing alongside employment locations
- . Sustainability by prioritising the use of existing infrastructure in preference to costly and environmentally intrusive new infrastructure
- . Evidence to demonstrate the deliverability of the site in terms of infrastructure costs, land ownership and whole site viability
- . Prioritising sites where the infrastructure burden does not reduce the capability of the site delivering social, community and green infrastructure

We consider that if these principles were adhered to then sites which were truly available, deliverable and viable would be identified. We can confirm on behalf of our clients that SW Chippenham complies with all of the above criteria.

We trust that these comments will be taken into consideration and if you require any additional information then do not hesitate to contact us.

SHLAA submission

SHLAA submission

No

Comment

Agent	Ms Jacqueline Mulliner (759196)
Email Address	jacqueline.mulliner@torltd.co.uk
Company / Organisation	Terence O'Rourke
Address	UNKNOWN UNKNOWN Unknown
Consultee	(817896)
Company / Organisation	Gleeson Development Ltd
Address	Sentinel House Harvest Crescent Fleet GU51 2UZ
Event Name	Chippenham Sites Reg 18
Comment by	Gleeson Development Ltd ()
Comment ID	6
Response Date	02/05/14 13:50
Status	Processed
Submission Type	Email
Version	0.2

Comments

Comments

1. Terence O'Rourke Ltd has been appointed by Gleeson Development's Ltd (Gleeson) to respond to the current consultation in respect of the scope of the Chippenham Site Allocations DPD. Gleeson retains land interests on the edge of Chippenham. This interest/site was promoted through the Core Strategy process – looking specifically at the overall housing requirements and distribution to the Chippenham Community Area but, in terms of the Core Strategy, as currently drafted, the site is not identified as a 'strategic' site. Gleeson will therefore continue to promote this site for mixed-use development through the DPD.
2. The scope of the DPD is identified as:
 - . to ensure that specific development sites are allocated at Chippenham to fulfill the growth planned for the town over the period to 2026; and
 - . to present policies designed to enable the delivery of priority regeneration schemes as set out in the draft Chippenham Town Centre Master Plan.
3. In this context, we note that, to be found sound, the Council must demonstrate a five year housing land supply both at the point of adoption of the Core Strategy and at the point of adoption of the DPD. We also note that the distribution of housing to Chippenham town is being increased by a further 510

dwellings, specifically expressed “as a minimum to reflect the further work needed to achieve a pattern of development that can best realise the town’s economic potential.” (EXAM99 SA Addendum Para 3.6.3)

4. Given that the Chippenham strategic allocations have been removed from the Core Strategy, meeting the supply requirements now relies primarily upon the positive progression of the DPD, to allocate sites, as well as any planning permissions granted. Further, because Chippenham is being addressed separately from the district-wide Housing Site Allocations DPD, it is also important that the Chippenham DPD identifies strategic and non-strategic housing site allocations. These allocations, must provide an appropriate combination of deliverable and developable sites, in order to comply with the NPPF paragraph 47, including footnotes 11 & 12.

5. Clearly, the concern of the Inspector lay with the Sustainability Appraisal. Whilst the Inspector did not dismiss any of the strategic allocations presented in the Core Strategy he could not support them either. Effectively this means that all reasonable alternatives (strategic and non-strategic) need to be identified, using up to date evidence (including any new SHLAA information) and now considered and dealt with in a fair and comparable manner, contributing to the objectives of sustainable development and, cumulatively, meeting the minimum requirement.

6. This is essential in order to meet the requirements of the NPPF, in that, in order to be found sound, the DPD must be positively prepared, justified, effective and consistent with national policy.

7. A number of key issues therefore emerge that must be covered by the scope of the DPD and acknowledged in developing the housing site allocations and policies therein:

- . Flexibility must be introduced into the DPD so that sufficient deliverable and developable sites are identified, providing sufficient land to meet at least the minimum requirement.
- . This, by necessity (because of the delays and lead in time for strategic development), must involve the allocation of strategic and non-strategic sites.
- . Opportunities for sustainable development must be taken, alternatives that are demonstrated to be sustainable (either through the SA or through planning history) must be allocated, in accordance with the presumption in favour of sustainable development and ‘minimum’ requirement provisions.
- . The redrawn settlement boundary must provide for flexibility and must not be used as a tool to defeat otherwise sustainable development.
- . Given the extension of the geographical area to parts of the Corsham and Calne Community Areas, caution must be given to any neighbourhood planning process that is seeking to prevent sustainable development on the edge of Chippenham or utilise any Chippenham DPD/allocations made above and beyond the requirement figure to avoid meeting any separate housing provisions relevant to the remainder of those community areas.

SHLAA submission

SHLAA submission

No

Comment

Consultee	Mr Andy Birch (839690)
Email Address	ABIRCH@hallamland.co.uk
Company / Organisation	Hallam Land Management
Address	Unit 3 Apex Court Woodlands Bristol BS32 4JT
Event Name	Chippenham Sites Reg 18
Comment by	Hallam Land Management (Mr Andy Birch)
Comment ID	7
Response Date	01/05/14 13:56
Status	Processed
Submission Type	Email
Version	0.4

Comments

Comments

The Wiltshire Core Strategy has been a lengthy ongoing process and the evidence base to support it is substantial. Previous evidence should of course be reviewed and considered but it should not stop the production of new evidence in light of the current housing and economic situation at Chippenham and throughout Wiltshire.

Some of the evidence relating to the Core Strategy, whilst not irrelevant, is outdated and some is based upon the strategy within the previous Core Strategy. For instance, whilst the Chippenham Transport Strategy identifies specific infrastructure requirements across the town, it is also closely linked to the preferred strategy for strategic extensions at the time. As new development Options around the town need to be looked at afresh then an update or refinement of the Transport Strategy might be needed.

All sites that are capable of forming part of the future growth of Chippenham ie those which are available, suitable, achievable should be re-assessed on the basis of the most up to date submissions to the SHLAA process and landowners/developers of those sites should be contacted directly to provide the most up to date information possible. The last output from the SHLAA was in 2012 and so this should be updated and reviewed before selecting suitable site options.

I look forward to contributing to the DPD as it moves forward.

SHLAA submission

SHLAA submission	No
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Comment

Consultee	Barbara Morgan (488946)
Email Address	barbara.morgan@networkrail.co.uk
Company / Organisation	Network Rail
Address	3rd Floor Bristol Temple Point Bristol BS1 6NL
Event Name	Chippenham Sites Reg 18
Comment by	Network Rail (Barbara Morgan)
Comment ID	8
Response Date	01/05/14 14:15
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

Network Rail has been consulted by Wiltshire Council on the Chippenham Site Allocations DPD and Call for Sites. Thank you for providing us with this opportunity to comment on this Planning Policy document. This email forms the basis of our response to this consultation request.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure. In this regard, please find our comments below.

Network Rail is working with Wiltshire Council and Swindon and Wiltshire LEP to produce a master plan for the area around Chippenham Station. This master planning process will drive development around the station.

Developer Contributions

The Chippenham Site Allocations DPD should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure.

Many stations and routes are already operating close to capacity and a significant increase in patronage may create the need for upgrades to the existing infrastructure including improved signalling, passing loops, car parking, improved access arrangements or platform extensions.

As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.

Specifically, we request that a Policy is included within the document which requires developers to fund any qualitative improvements required in relation to existing facilities and infrastructure as a direct result of increased patronage resulting from new development.

The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a planning application that this quantifies in detail the likely impact on the rail network.

To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail and should include the following:

- . A requirement for development contributions to deliver improvements to the rail network where appropriate.
- . A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.
- . A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.

Level Crossings

Development proposals affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.

As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services.

In this regard, we would request that the potential impacts from development affecting Network Rail's level crossings, is specifically addressed through planning policy as there have been instances whereby Network Rail has not been consulted as statutory undertaker where a proposal has impacted on a level crossing. We request that a policy is provided confirming that:

- . The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway:
- . *Schedule 5 (f)(ii) of the Town & Country Planning (Development Management Procedure) order, 2010 requires that... "Where any proposed development is likely to result in a material increase in volume or a material change in the character of traffic using a level crossing over a railway (public footpath, public or private road) the Planning Authority's Highway Engineer must submit details to both Her Majesty's Railway Inspectorate and Network Rail for separate approval".*
- . Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and
- . The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.

Planning Applications

We would appreciate the Council providing Network Rail with an opportunity to comment on any future planning applications or proposed site allocations should they be submitted for sites adjoining the

railway, or within close proximity to the railway as we may have more specific comments to make (further to those above).

We trust these comments will be considered in your preparation of the forthcoming Chippenham Site Allocations DPD document.

SHLAA submission

SHLAA submission

No

Comment

Consultee	Chrystèle Garnier (834818)
Email Address	Chrystele.Garnier@highways.gsi.gov.uk
Company / Organisation	Highways Agency
Address	Temple Quay House 2 The Square Bristol BS1 6HA
Event Name	Chippenham Sites Reg 18
Comment by	Highways Agency (Chrystèle Garnier)
Comment ID	9
Response Date	01/05/14 14:20
Status	Processed
Submission Type	Email
Version	0.6
Files	DfT Circular 02-2013 The SRN Delivery of Sustainable Development.pdf 09_09 Local Plans - Evaluating Transport Impacts.pdf

Comments

Comments

The Highways Agency (the Agency) welcomes the opportunity to provide comments on the scope and content on your proposed DPD for Chippenham. The comments in this letter reflect guidance contained in:

- . the Department for Transport (OfT) & Department for Communities & Local Government DCLG) publication entitled *Guidance on Transport Assessment* (dated March 2007);
- . OfT Circular 02/2013 entitled *The Strategic Road Network and the Delivery of Sustainable Development*, dated 10 September 2013; and
- . the National Planning Policy Framework (NPPF), published by DCLG in March 2012.

Please note that the use of the term *local plans* in the OfT Circular is taken to mean all development plan documents prepared by the local planning authority (LPA), whatever their title.

The Strategic Road Network

As you will be aware, the Highways Agency is responsible for operating, maintaining and improving the Strategic Road Network (SRN). The SRN within the proposed plan area comprises a section of the M4, including Junction 17.

Background

The Agency has provided representations throughout the various consultation stages of the emerging Core Strategy. In April 2013, prior to the commencement of the Examination in Public, a Statement of

Common Ground (the Statement) was agreed between the Agency and the Council. The agreed position was that the Wiltshire Core Strategy was generally in compliance with the NPPF. However, the Agency submitted a number of additional comments as part of their representations on the Wiltshire Core Strategy Pre-Submission Document consultation.

Specifically, the Agency was supportive of Core Policies 1 (Settlement Strategy) and 2 (Delivery Strategy). The Agency considered that the settlement strategy and the hierarchy of settlement would help to ensure that development is directed to the most sustainable locations. The Agency was also supportive of the emphasis of development on previously developed land.

However, the Statement did raise some concerns in relation to the omission of certain items from being listed in the Infrastructure Delivery Plan (IDP) which were considered necessary to achieve specific area strategies listed within the Core Strategy. Notably this applied to three Area Strategies (Malmesbury, Marlborough and Chippenham) along with Core Policy 3 (Infrastructure Requirements), due to the increased pressure anticipated on Junction 17 of the M4 by 2026. The agreed position was to include the junction improvements at Junction 17 in the IDP.

Since the issuing of the Statement a new version of the IDP has been issued (IDP2, dated September 2013). The schedule within Appendix 1 of the IDP (entitled Wiltshire Strategic, Regional and General) refers to Capacity improvements to M4 Junction 17 (Reference WC 003) and is categorised as being essential infrastructure.

DPD Scope and Content

It is the Agency's understanding that the purpose of the DPD is to:

- . ensure that specific development sites are allocated to achieve the growth planned for the town over the period to 2026; and
- . set out policies designed to enable the delivery of priority regeneration schemes set out in the draft Chippenham Town Centre Masterplan.

The Agency notes in the Regulation 18 Notice that the DPD will include proposals and associated policies designed to be in general conformity with the emerging Wiltshire Core Strategy and National Planning Policy Framework (NPPF). The Agency welcomes this and has previously provided comments at various stages of the emerging Core Strategy.

We also note your intention to prepare a second DPD (Wiltshire Housing Site Allocations DPD) to cover matters relating to housing allocations and settlement boundaries outside of the Chippenham Community Area (and those parts of the Caine & Corsham Community Areas adjacent to the built-up area of Chippenham). No other DPDs beyond these two are programmed in the most recent edition of your Local Development Scheme.

Whilst the Agency is content in principle with the scope and purpose of the DPD as set out above, it gives rise to the following queries which will need clarification as the DPDs are prepared:

- . Matters relating to defining settlement boundaries and/or allocating sites in the five large villages within the Chippenham Community Area would appear to fall within the remit of both this DPD and the Housing Site Allocations DPD and it should be made clear as to which of the two will cover the matters; and

It is not clear how the outer boundary of the plan area on its south and east sides will be defined, where strategic allocations for Chippenham would, by virtue of parish boundaries, fall within the Corsham or Caine Community areas. The Agency considers the boundary should be suitably widely drawn to enable all possible development sites which relate to the town's needs to fall within this DPD.

Transport considerations when identifying allocations

The NPPF explains that one of the twelve core planning principles is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focusing significant development in locations which are, or can be, made sustainable. The NPPF also makes it clear that, in plan-making:

- . Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable modes of transport can be maximised (para 34);
- . Where practical, developments should be located to have access to high-quality public transport facilities (para 35); and
- . Policies should aim for a balance of land uses in the plan area so that people can be encouraged to minimise journey lengths (para 37).

The Agency will be looking for evidence that site allocations in the DPD have been chosen on this basis.

The Agency presumes that the amount of development for which sites are proposed to be identified in the DPD will not exceed that set out by the Core Strategy. The transport evidence has been prepared to assess the Core Strategy development levels and the Agency's previous comments have been made in relation to this level, including the forecast impact at Junction 17 of the M4.

Notwithstanding that assumption, the Agency has set out relevant excerpts of the OfT Circular which relate to plan-making and transport impact below, for information. The policy states that:

- . Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the SRN or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed (para 9);
- . The Highways Agency's prime consideration will be the continued safe operation of its network, even where development proposals would not result in capacity issues (para 10);
- . In framing its contribution to the development of Local Plans, the Highways Agency's aim will be to influence the scale and patterns of development so that it is planned in a manner which will not compromise the fulfilment of the primary purpose of the SRN. (para 14); and
- . Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors, as well as enabling new growth (para 16).

The methodology the Agency must use to assess the need for infrastructure is similarly set out in the OfT Circular. In summary, the Circular states that:

- . Capacity enhancements and infrastructure required to deliver strategic growth should be considered at the Local Plan stage and would not normally be considered as a fresh proposal at the planning application stage (Para 18);
- . Where a potential new capacity need is identified, it will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the Highways Agency's forward programme of works, balancing the needs of motorists and other road users with the wider impact on the environment and the local/regional community (para 19);
- . The Agency will work with local authorities and developers to identify opportunities to introduce travel plan and demand management measures through the Local Plan, based on existing and proposed patterns of development, that will support sustainable transport choice and retain capacity within the transport network, so as to provide for further development in future plan periods (para 17);
- . Proposals for the creation of new junctions or direct means of access may be identified and developed at the plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth (para 39). Other than for serving strategic growth, signed roadside facilities, maintenance compounds and, exceptionally, major transport interchanges, no additional accesses to motorways or other routes of near-motorway standard will be permitted (para 42).
- . The preference will always be that new development should make use of existing junctions; however, the Agency will adopt a graduated and less restrictive approach to the formation or intensification of use of access to the remainder of the SRN. Where a new junction or direct means of access is agreed, the promoter will be expected to secure all necessary consents, and to fund all related design and construction works (para 43); and
- . Modifications to existing junctions will be agreed these do not have an adverse impact on traffic flows and safety (para 42).

Transport evidence to support the DPDAs you will be aware, the NPPF requires that LPAs base their local plans on adequate, up to-date and relevant evidence. As part of this, an assessment is required of the current quality and capacity of transport infrastructure and its ability to meet forecast demands. This evidence will enable both the LPA and the Agency to satisfy themselves that, in line with the policy in para 182 of the NPPF, that the plan will be found sound by the inspector and that it is-

- . *'Positively prepared - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements*

from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

- . *Justified - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- . *Effective - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*
- . *Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies in the [NPPF].*

The Agency notes the existence of the Chippenham Transport Strategy (SKM, 2013) which was prepared to support the Core Strategy, and the *M4 Junction 16 and 17 PARAMICS - Wiltshire & Swindon Core Strategy Assessment Report* (JMP, 2012). However, the strategy outlined in the former document was based on the transport impacts forecast to arise from the strategic allocations included in the Core Strategy at the time. Infrastructure requirements were similarly identified on that basis. If the allocations emerging from the OPD are different to those previously included in the Core Strategy then the transport strategy is likely to require updating. Of course, it will only become clear whether this is necessary at a later stage of OPD preparation.

The Agency's involvement in transport evidence is guided by policy in the OfT Circular. Paragraph 15 states that the Agency will work with the local authority to understand the transport implications of development options for local plans, including assessing the cumulative and individual impacts of the local plan proposals on the ability of the road links and junctions affected to accommodate the forecast traffic flows in terms of capacity and safety. These assessments should be carried out in line with current OfT guidance or on a basis otherwise agreed with the Agency.

In addition to the OfT Circular, the Agency's *Spatial Planning Advice Note 09/09 (SPAN)* entitled *Local Plans: Evaluating Transport Impacts* is relevant. It was updated and reissued in January 2014 and it is appended to this letter. The SPAN explains *inter alia* that the evaluation to be undertaken should:

Confirm there is a realistic expectation that the impact of development can be mitigated;

- . Identify the nature and magnitude of any mitigation required; and
- . Provide a basis for comparison between alternative sites.

The Agency considers that the most appropriate way forward at this initial stage of plan preparation will be for the LPA to prepare a scope for the evaluation considered necessary to support the DPD. It should then be agreed with both highway authorities before the work is undertaken. The Agency is keen to work closely with Wiltshire Council officers and other relevant bodies to ensure the appropriate transport evidence is in place for the DPD, so the LPA can demonstrate that allocations are viable and deliverable in transport infrastructure terms.

Concluding Remarks

Thank you for consulting the Agency in line with the Local Planning Regulations on the scope and content of the proposed DPD, which is intended to identify allocations for development in and adjacent to the existing built-up area of Chippenham.

At this initial stage of plan preparation it is the Agency's view that the critical task for the LPA, in liaison with the Agency and other relevant bodies, is to ensure that:

- . Relevant and up-to-date transport evidence is available to support the DPD, with an evaluation undertaken of the both individual and cumulative traffic impacts of proposed allocations; and with
- . Any mitigation measures which are required to serve the allocations having been identified, taking account of government policies on *inter alia* viability and deliverability.

This will enable all relevant bodies to form a definitive view as to the suitability of the allocations and to understand the infrastructure requirements which will arise. The Agency is keen to work constructively and closely with the LPA and other relevant bodies to agree the necessary transport evidence and prepare the DPD. This will help demonstrate that the duty to cooperate is being met by relevant bodies.

SHLAA submission

SHLAA submission

No

DEPARTMENT FOR TRANSPORT

DfT Circular 02/2013

Department for Transport

Great Minster House, 33 Horseferry Road, London SW1P 4DR

10 September 2013

THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT

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INTRODUCTION

1. The Highways Agency is an executive agency of the Department for Transport and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport, guided by its core principles of 'safe roads, reliable journeys, informed travellers'.
2. The Highways Agency undertakes this role in the context of wider Government policies and objectives. Operating an effective and efficient strategic road network makes a significant contribution to the delivery of sustainable economic growth, helping to create the conditions that support the realisation of the aspirations of businesses and communities, and is a key deliverable for the Highways Agency in meeting its remit of delivery partner to national economic growth.
3. This document sets out the way in which the Highways Agency will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network. It replaces the policy set out in Department for Transport (DfT) Circular 02/2007 Planning and the Strategic Road Network and DfT Circular 01/2008 Policy on Service Areas and other Roadside Facilities on Motorways and All-purpose Trunk Roads in England. Annex A provides additional policy specific to certain types of development, whilst Annex B sets out the requirements for roadside facilities that are eligible for permanent signing from the strategic road network.
4. This policy should be read by local authorities, developers, enterprise partnerships, community groups and others involved in any development proposal which may result in any traffic or other impact on the strategic road network. It should be read in conjunction with the Highways Agency's planning protocol documents¹ which provide advice on working with the Highways Agency, within the parameters of national policy and this policy, to progress their planning proposals in an effective and positive manner.
5. The provisions set out in this document may be updated when appropriate to do so and readers are encouraged to check that they have the latest and true version by reference to the published version on the Department for Transport website.² Further, from time to time the Highways Agency will issue advice that seeks to address matters arising from the planning process that have the potential to impact on the strategic road network but which may require some particular consideration. Developers are encouraged to check the Highways Agency website or to contact the Highways Agency for further advice.³
6. This Circular is applicable to the whole strategic road network in England, including those roads managed by the Design, Build, Finance and Operate (DBFO) Companies.

¹ <http://www.highways.gov.uk/publications/planning-protocols-for-planning-and-development/>

² <https://www.gov.uk/government/organisations/department-for-transport>

³ www.highways.gov.uk; Highways Agency Information Line (HAIL) ha_info@highways.gsi.gov.uk, 0300 123 5000; planningqueries@highways.gsi.gov.uk; roadside_facilities@highways.gsi.gov.uk

POLICY AIMS AND APPLICATION

The strategic road network and economic growth

7. As operator, the Highways Agency supports the economy through the provision of a safe and reliable strategic road network, which allows for the efficient movement of people and goods. Such a network can play a key part in enabling and sustaining economic prosperity and productivity, while also helping support environmental and social aims by contributing to wider sustainability objectives and improved accessibility to key economic and social services.
8. A well-functioning strategic road network enables growth by providing for safe and reliable journeys. This can help reduce business costs by providing certainty, improving access to markets, enabling competition, improving labour mobility, enabling economies of scale, and helping attract inward investment.
9. Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
10. However, even where proposals would not result in capacity issues, the Highways Agency's prime consideration will be the continued safe operation of its network.
11. Local authorities and developers will be required to ensure that their proposals comply in all respects with design standards. Where there would be physical changes to the network, schemes must be submitted to road safety, environmental, and non-motorised user audit⁴ procedures, as well as any other assessment appropriate to the proposed development. The Design Manual for Roads and Bridges⁵ sets out details of the Secretary of State's requirements for access, design, and audit, with which proposals must conform.

⁴ Non-motorised user audit will consider the needs of pedestrians, cyclists and horse riders, and should give particular consideration to the needs of disabled people.

⁵ <http://www.dft.gov.uk/ha/standards/>

PLAN MAKING

Interaction with the strategic road network

12. The preparation and delivery of Local Plans⁶ provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for employment, shopping, leisure, education and other activities, and promotes accessibility for all. This can contribute to environmental objectives and also reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion.
13. To make most efficient use of the limited available capacity on the strategic road network, and because additional physical capacity is difficult, costly and takes time to provide, the Highways Agency will engage in the Local Plan process to reduce the potential for creating congestion on the strategic road network.

Location of development

14. In framing its contribution to the development of Local Plans, the Highways Agency's aim will be to influence the scale and patterns of development so that it is planned in a manner which will not compromise the fulfilment of the primary purpose of the strategic road network.
15. In order to develop a robust transport evidence base, the Agency will work with the local authority to understand the transport implications of development options. This will include assessing the cumulative and individual impacts of the Local Plan proposals upon the ability of the road links and junctions affected to accommodate the forecast traffic flows in terms of capacity and safety. Such assessments should be carried out in line with current Department for Transport guidance or on a basis otherwise agreed with the Highways Agency.

Promoting sustainable transport solutions through Local Plans

16. Through the production of Local Plans, development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth.
17. The Highways Agency will work with local authorities and developers to identify opportunities to introduce travel plan and demand management measures through the Local Plan. These will be based on existing and proposed patterns of development in a manner that will support sustainable transport choice and retain capacity within the transport network so as to provide for further development in future Plan periods.

⁶ Each Planning Authority is required to produce a Local Plan in accordance with the provisions of the Town & Country Planning Act 1990 (as amended) taking account of the guidance set out in the National Planning Policy Framework.

Capacity enhancement

18. Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.
19. Where a potential capacity need is identified, this will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the Highways Agency's forward programme of works, balancing the needs of motorists and other road users with wider impact on the environment and the local/regional community.

Development Orders and Neighbourhood Planning

20. The Highways Agency will seek to engage with Local Enterprise Partnerships, communities and neighbourhoods in the development of their proposals, applying the principles outlined above.

DEVELOPMENT MANAGEMENT

General principles

21. Where development proposals are consistent with an adopted Local Plan, the Highways Agency does not anticipate the need for engagement in a full assessment process at the planning application stage. In such circumstances, considerations will normally be limited to the agreement of the details of the transport solution, including any necessary mitigation measures, and to ensuring that the transport impacts are included in the overall environmental assessment provided to the local planning authority, rather than the principle of the development itself.
22. However, where proposals are not consistent with the adopted Local Plan then a full assessment of their impact will be necessary, which will be based on the performance and character of the strategic road network as determined by the presumption that the Plan proposals will be fully implemented.
23. The Highways Agency will provide the local planning authority or other relevant consenting body with its assessment of the transport impact, as generally derived from a Transport Assessment or Transport Statement incorporating a Travel Plan as required in the National Planning Policy Framework, produced by the promoter of the development concerned in line with current Department for Transport guidance or on a basis otherwise agreed with the Highways Agency.
24. Where appropriate, conditions may be agreed to offset any unacceptable impacts that may be identified through the assessment process.

Assessment of development impact

25. The overall forecast demand⁷ should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.⁸
26. The Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term.
27. Where the overall forecast demand at the time of opening of the development⁹ can be accommodated by the existing infrastructure, further capacity mitigation will not be sought.

Travel Plans

28. The preparation and implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure.
29. The Highways Agency will work with local authorities and developers to identify opportunities to introduce travel plan measures for individual developments and groups of development that will support sustainable transport choice. Such measures contribute to the ongoing effectiveness of the strategic road network in ensuring efficient national and regional connectivity, whilst retaining capacity within the strategic road network so facilitating provision for further development in future Plan periods.
30. By the inclusion of existing development within the provisions of a travel plan associated with new development, it may be possible to free up additional capacity within the road network so that the demand generated by a proposed new development, which would otherwise be unacceptable, can be accommodated.

⁷ The overall forecast demand will be the existing flow plus traffic likely to be generated by development already committed, plus traffic likely to be generated by the development under consideration, less any reduction arising from any travel plan or demand management measures that are being proposed.

⁸ The length of the review period, at the discretion of the Secretary of State for Transport, can be amended for individual cases, where there is a wider political and economic imperative or, for example, where proposals will take a long time to develop fully. This would only be in exceptional circumstance.

⁹ The opening of the development shall be taken to be the date at which the development first becomes available for occupation, unless agreed otherwise.

Demand management

31. Demand management involves a range of techniques that can be implemented to minimise traffic generation. There may be circumstances where the implementation of travel plan measures alone would not be sufficient to reduce the traffic demand of an individual development or group of developments to acceptable levels.
32. In such instances the Highways Agency will work with local planning authorities and local highway authorities to determine whether the implementation of traffic management measures could effectively regulate and manage traffic flows so as to make the most effective use of the available capacity on the strategic road network.

Capacity enhancement

33. Only after travel plan and demand management measures have been fully explored and applied will capacity enhancement measures be considered. While capacity enhancements should normally be addressed at the plan-making stage, such measures may be considered at the time when individual planning applications are submitted, subject to the over-riding principle that delivery of the adopted Local Plan proposals should not be compromised.
34. Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of the development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic. Any associated mitigation works should be appropriate to the overall connectivity and capacity of any affected part of the strategic road network.
35. These improvements will normally be delivered by means of a funding agreement with the Secretary of State for Transport.
36. Where a development will be brought forward in phases, any mitigation needs will be assessed based on the opening of the final phase. However it may be necessary to implement some mitigation measures in line with the opening of certain phases of development according to the impacts that they generate.

ACCESS TO THE STRATEGIC ROAD NETWORK

37. The creation of new accesses to the strategic road network can impact on its ability to fulfil the function of facilitating the safe and effective movement of goods and people in support of economic growth by compromising traffic movement and flow.
38. In delivering economic growth at local level, it is essential that the wider economic needs of the country are not compromised. New accesses to busy high speed strategic roads lead to more weaving and turning manoeuvres, which in turn create additional risk to safety and reduce the reliability of journeys, resulting in a negative impact on overall national economic activity and performance.

39. Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth.
40. Where the strategic growth test cannot be met there will be no additional junctions with, or direct means of access to, motorways and other routes of near motorway standard¹⁰ other than for the provision of signed roadside facilities for road users (see Annex B), maintenance compounds and, exceptionally, major transport interchanges.
41. Where access is agreed for such development, the Highways Agency will be unable to support any subsequent change in permitted land use that retained the agreed access. Further through access to other developments will not be permitted.
42. Access to motorways and routes of near motorway standard for other types of development will be limited to the use of existing junctions with all-purpose roads. Modifications to existing junctions will be agreed where these do not have an adverse impact on traffic flows and safety. In line with the standards contained in the Design Manual for Roads and Bridges, for safety and operational reasons, direct connections to slip roads and/or connector roads will not be permitted.
43. The Highways Agency will adopt a graduated and less restrictive approach to the formation or intensification of use of access to the remainder of the strategic road network. However, the preference will always be that new development should make use of existing junctions. Where a new junction or direct means of access is agreed, the promoter will be expected to secure all necessary consents, and to fund all related design and construction works.
44. On a trunk road that is not a motorway or a route of near motorway standard, any proposal to change the use of an existing roadside facility for road users will be considered against local conditions and the merits of the individual case.

ENVIRONMENTAL IMPACT

45. In consultation with relevant infrastructure providers, statutory environmental advisors and consenting authorities, developers must ensure all environmental implications associated with their proposals, are adequately assessed and reported so as to ensure that the mitigation of any impact is compliant with prevailing policies and standards. This requirement applies in respect of the environmental impacts arising from the temporary construction works and the permanent transport solution associated with the development, as well as the environmental impact of the existing trunk road upon the development itself.

¹⁰ Routes of near motorway standard will normally be grade-separated dual carriageway routes benefitting from restricted direct access.

46. Where a likely negative impact on the environment resulting from the proposals occurs outside of a highway boundary as a result of the proposals (for example air quality, visual impacts, artificial light or noise impacts at new housing affected by a road), any required mitigation measures must be located outside of the strategic road network's highway boundary.
47. Developers must ensure adequate environmental information is provided at all stages of the planning process to satisfy the local planning authority and any other consenting authorities that the environmental impacts have been appropriately considered, that measures have been included within the proposals as required by relevant policies or otherwise, as fully as is reasonably possible, and to enable all residual impacts to be taken into account by the local planning authority in the development consent process.
48. Transport assessment undertaken by the promoter of the development should be comprehensive enough to establish the likely environmental impacts, including air quality, light pollution and noise, and to identify the measures to mitigate these impacts.¹¹ This will enable local authorities to fulfil their remit of considering appropriate environmental impact assessment of development.

PHYSICAL IMPACT OF DEVELOPMENT ON THE STRATEGIC ROAD NETWORK

49. There may be development proposals that, whilst not within the statutory requirement for a local planning authority to consult the Highways Agency, have the potential for direct or indirect physical impact on the strategic road network or its amenities, or to put users of the road at risk (such as fire hazard; stability of embankments and cuttings; integrity of structures; water run-off; air quality; visibility of traffic signs; etc.). Developers and local authorities are encouraged to identify such potential risks and discuss with the Highways Agency at the earliest opportunity to avoid the possibility of delaying or putting the delivery of their proposals at risk.
50. In order to ensure the integrity of the highway drainage systems, no water run off that may arise due to any change of use will be accepted into the highway drainage systems, and there shall be no new connections into those systems from third party development and drainage systems. Where there is already an existing third party connection the right for connection may be allowed to continue provided that the input of the contributing catchment to the connection remains unaltered.

¹¹ Advice and standards for environmental assessment of development affecting trunk roads can be found in the Design Manual for Roads and Bridges at <http://www.dft.gov.uk/ha/standards/dmr/vol11/>

ANNEX A: SPECIAL TYPES OF DEVELOPMENT

NOISE FENCES, SCREEN FENCES, ETC

- A1. For reasons of safety, liability and maintenance, with the sole exception of fences owned and provided by the Highways Agency at its own cost, all noise fences, screening and other structures must be erected on the developers land, and far enough within the developers land to enable maintenance to take place without encroachment onto highway land.

ADVERTISEMENTS

- A2. The Highways Agency will not object to proposals for advertising consent for displays outside of the highway boundary of the strategic road network unless it has specific reason to consider that a hazard to road safety would be a direct consequence of the development. This would include advertisements that are located where particular attention should be given to the driving task, or where they unlawfully incorporate elements of traffic sign design, such as directional arrows. Advertisements within the highway boundary are not permitted. The Highways Agency will remove any unauthorised adverts placed within the highway boundary.

GATEWAY STRUCTURES AND PUBLIC ART

- A3. The siting of gateway structures and public art within the highway boundary of the strategic road network will not be permitted for legal, safety and operational reasons. However, the siting of such features near the strategic road network may be seen as desirable to local authorities and developers. The Highways Agency is keen to support delivery of such proposals where no additional risk to road users is presented.
- A4. Due to the wide variety of design and form that such structures may take, and therefore the scope for the potential impact on safety and operation of the strategic road network, it is not practical to address all possible considerations in this policy. The Highways Agency encourages any promoter of such a proposal that may be near to or impact on the road network to discuss design and delivery proposals at the earliest opportunity.

TELECOMMUNICATIONS EQUIPMENT

- A5. Mobile Network Operators have the right under the Telecommunications Act 1984 to install equipment within the boundary of a highway that is not a protected street (as defined by section 61 of the New Roads and Street Works Act 1991) once they have obtained planning permission where required.
- A6. Such installations must not cause a safety or environmental hazard to any road users, workers, or any third party and it must not interfere in our ability to carry out either routine or structural maintenance. Neither should any harm be caused to the long-term integrity of the highway including pavement, earthworks, structures, drainage works and ancillary equipment. Traffic signs must not be obscured. These factors should be discussed with the relevant Highways Agency's Area Manager prior to any works being undertaken.

- A7. All operations must be carried out without interference to traffic flows.
- To these ends, the Highways Agency requires Mobile Network Operators to obtain technical approval for their installation, and provide a full road safety audit, which must consider the installation of the equipment and its maintenance as well as any static hazard presented. Full details of the registration procedure can be found in the DMRB at http://www.dft.gov.uk/ha/standards/tech_info/

WIND TUBINES

Location

- A8. In order to mitigate the risks to the safety of road users arising from structural or mechanical failure, the Highways Agency will seek a minimum setback from the highway boundary of height + 50 metres or height x 1.5, whichever is the lesser.¹²
- A9. The Highways Agency recognises that, in certain circumstances, variation to the above set-back may be considered appropriate, subject to the findings of a site-specific assessment. In particular this may apply where there is a significant difference in elevation between the highway and the proposed turbine location. The proposer would be expected to demonstrate that any relaxation on the suggested set-back distance poses no unacceptable risk. The burden of proof will lie with the proposer.

‘Icing’

- A10. Most modern wind turbines will have vibration and/or climate sensitive technology that will shut down the turbine if there is the potential for icing. Where this technology is present there should be no need to consider this issue further. Evidence of this technology on the proposed turbines should be provided.

Visual distraction

- A11. Any potential for visual distraction should be minimised by the provision of a clear, continuous view of the wind turbine(s) that develops over the maximum possible length of approach carriageway.
- A12. Wind turbines should not be located where motorists need to pay particular attention to the driving task, such as the immediate vicinity of road junctions, sharp bends, and crossings for pedestrians, cyclists and horse riders.
- A13. The existing road accident record nearing the vicinity of the proposed wind turbine(s) should be analysed with particular attention being given to accident types. Locations with a history of rear end shunt accidents should be treated with particular caution.

¹² Subject to over-riding provisions contained in legislation elsewhere, for example those relating to permitted development.

Dazzle

- A14. Most turbines will be constructed with materials that eliminate dazzle, and this should be easy to establish and eliminate as a concern. Evidence of this technology on the proposed turbines should be provided.

Access

- A15. The promoter of a wind farm should prepare a report covering the construction, operation and de-commissioning stages of the development. From this, the acceptability of the proposal should be determined and any mitigating measures should be identified.
- A16. Access to the site for construction, maintenance and de-commissioning should be obtained via the local road network and, normally, there should be no direct connection to the strategic road network.
- A17. Swept path analyses should be provided by the developer for the abnormal load deliveries to the site.

ANNEX B: ROADSIDE FACILITIES FOR ROAD USERS ON MOTORWAYS AND ALL-PURPOSE TRUNK ROADS IN ENGLAND

INTRODUCTION

- B1. This annex sets out policy on the provision, standards and eligibility for signing of roadside facilities on the strategic road network, to enable compliance with the Traffic Signs Regulation and General Directions 2002.¹³ It replaces Department for Transport (DfT) Circular 1/2008 Policy on Service Areas and other Roadside Facilities on Motorways and All-purpose Trunk Roads in England.
- B2. All such proposals will be considered in the context of the National Planning Policy Framework and, in particular, the statement that it includes regarding the primary function of roadside facilities being to support the safety and welfare of the road user.

APPLICATION OF POLICY

- B3. This policy applies to all existing signed roadside facilities, and to all proposed signed roadside facilities. It should be noted that the operation of all signed roadside facilities will be the subject of a legal agreement between the Secretary of State and the operator.

SPACING

- B4. Motorway service areas and other roadside facilities perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey. Government advice is that motorists should stop and take a break of at least 15 minutes every two hours. Drivers of many commercial and public service vehicles are subject to a regime of statutory breaks and other working time restrictions and these facilities assist in compliance with such requirements.
- B5. The network of service areas on the strategic road network has been developed on the premise that opportunities to stop are provided at intervals of approximately half an hour. However the timing is not prescriptive as at peak hours, on congested parts of the network, travel between service areas may take longer.

¹³ Or any subsequent replacement. To be lawfully placed on the highway all signs (whether permanent or temporary) must either be prescribed by legislation or be specially authorised on behalf of the Secretary of State.

- B6. The Highways Agency therefore recommends that the maximum distance between motorway service areas should be no more than 28 miles. The distance between services can be shorter, but to protect the safety and operation of the network, the access/egress arrangements of facilities must comply with the requirements of the Design Manual for Roads and Bridges¹⁴ including its provisions in respect of junction separation.
- B7. Speed limits on the strategic road network vary and therefore, applying the same principles, the maximum distance between signed services on trunk roads should be the equivalent of 30 minutes driving time. This distance can also be shorter, also subject to compliance with design requirements set out in the Design Manual for Roads and Bridges.
- B8. The distances set out above are considered appropriate for to all parts of the strategic road network and to be in the interests and for the benefit of all road users regardless of traffic flows or route choice. In determining applications for new or improved sites, local planning authorities should not need to consider the merits of the spacing of sites beyond conformity with the maximum and minimum spacing criteria established for safety reasons. Nor should they seek to prevent competition between operators; rather they should determine applications on their specific planning merits.

PLANNING AND DEVELOPMENT

- B9. It is for the private sector to promote and operate service areas that meet the needs of the travelling public. New and existing roadside facilities are subject to the provisions of relevant planning legislation and regulation, which together set the framework within which local planning authorities would consider the planning proposals for such developments.
- B10. As a statutory consultee within the planning system, the Highways Agency continues to have an interest in such proposals and will provide advice to local planning authorities on matters relating to the impact that such proposed developments will have upon the safety and operation of the strategic road network. Local planning authorities and developers are encouraged to discuss with the Highways Agency at the earliest opportunity any proposals to develop new roadside facilities or to alter and/or sign existing sites. All such proposals should be referred to the Highways Agency, Planning & Economic Development, The Cube, 199, Wharfside Street, Birmingham B11RN; roadside_facilities@highways.gsi.gov.uk

TRIP GENERATION

- B11. In circumstances where there is potential for these to become destinations in their own right, the Highways Agency will only support proposals for or within service areas and other roadside facilities if it can be shown that there would be no overall increase in trip mileage, and always provided that there would be no significantly adverse impact on the safety and operation of the strategic road network.

¹⁴ http://en.wikipedia.org/wiki/Design_Manual_for_Roads_and_Bridges

IMPACT OF ROADSIDE FACILITIES ON THE STRATEGIC ROAD NETWORK

- B12. At all roadside facilities, it is particularly important to avoid adverse impacts upon the effective operation of the strategic road network, such as increasing the risk of congestion or of vehicles slowing or stopping on the main carriageway. Proposals for new roadside facilities will be subject to road safety audit procedures to be undertaken in accordance with the requirements of the Design Manual for Roads and Bridges.

LOCATION

- B13. On-line (between junctions) service areas are considered to be more accessible to road users and as a result are more attractive and conducive to encouraging drivers to stop and take a break. They also avoid the creation of any increase in traffic demand at existing junctions.
- B14. Therefore, in circumstances where competing sites are under consideration, on the assumption that all other factors are equal, the Highways Agency has a preference for new facilities at on-line locations.
- B15. However, in circumstances where an on-line service area cannot be delivered due to planning, safety, operational or environmental constraints, a site sharing a common boundary with the highway at a junction with the strategic road network is to be preferred to the continued absence of facilities.
- B16. An exception to these general location criteria are truckstops located within 2 miles of the strategic road network that otherwise meet the minimum requirements for signing. However signing will not be agreed in circumstances where, in order to reach such a truckstop, HGVs would be required to pass through residential areas.

MINIMUM REQUIREMENTS FOR SIGNING

- B17. The following criteria set out the minimum requirements for the various types of roadside facility that may be eligible for signing from the strategic road network. All facilities accessed from the motorway must be signed for safety reasons and as such all existing or future sites must meet the requirements for signing.

Table B1: Minimum requirements for the various types of roadside facility that may be eligible for signing from the strategic road network

Minimum requirements to be eligible for signing M= Mandatory P = Permitted	Motorway		APTR service area *	Truckstops on Motorways	Truckstops signed from SRN #	Truckstops on All-Purpose Trunk roads
	Service Area	Rest Area				
Open 24 hrs a day 365 days a year	M	M	N/A	M	N/A	N/A
Open minimum 12 hours per day between 8am and 8pm every day except Christmas Day, Boxing Day and New Year's Day.	N/A	N/A	M	N/A	M	M
Free parking for up to 2 hours minimum for all vehicles permitted to use the road served by the facility.(see schedule 1)	M	M	M	M	M	M
Free toilets/hand washing facilities with no need to make a purchase.	M	M	M	M	M	M
Shower and washing facilities for HGV drivers, including secure lockers in the shower/washing area.	M	P	P	M	M	M
Fuel	M	P	M	M	P	P
Hot drinks and hot food available at all opening hours for consumption on the premises.	M	P	P	M	P	P
Hot drinks and hot food available 8am to 8pm for consumption on the premises.	N/A	P	M	N/A	M	M
Access to a cash operated telephone.	M	M	M	M	M	M
Use as an operating centre for the purposes of the Goods Vehicles (Licensing of Operators) Act 1995 or the Public Passenger Vehicles Act 1981.	Prohibited	Prohibited	Prohibited	Prohibited	P	P

* Limited to a single or exceptionally 2 adjoining interconnected premises, accessed directly from the trunk road or directly from a junction on the trunk road.

See note B16 Location

- B18. Further guidance on the design, authorisation, funding, installation and maintenance of signs is available from the Highways Agency.¹⁵

PARKING CHARGES

- B19. At all types of site, where a charge is to be levied for parking beyond the mandatory two free hours, the charging regime must be clearly displayed within both the parking areas and the amenity building. Drivers must at all times be afforded the opportunity to pay the charge on the site, before leaving and without the necessity to use a mobile phone. Cash payments must be accepted.

PICNIC AREAS

- B20. Picnic areas will be permitted at all of the above types of facility.
- B21. The provision of a minimum of ten tables, each with seating for six, will allow the inclusion of a 'picnic area' symbol as one of the generic symbols/logos shown on the advanced direction sign to that site.

ACCESS TO THE STRATEGIC ROAD NETWORK

- B22. The availability of other connecting access routes at new sites will be considered on a site by site basis by the relevant local planning authority as part of the planning process. The Highways Agency will provide input as a statutory consultee to the planning process.
- B23. In order to avoid the creation of unofficial road junctions there must be no through connection to the associated motorway or all-purpose trunk road. Where subsidiary accesses may be approved their will be restricted to staff, deliveries, parties carrying out duties for and on behalf of the Secretary of State for Transport, the emergency services, and breakdown recovery and assistance.
- B24. Access to other developments through a roadside facility is not permitted.

SIGNING

- B25. All signing of roadside facilities and signing arrangements within sites must comply with the current Traffic Signs Regulations and General Directions and any other guidance as may be issued from time to time by the Department for Transport or the Highways Agency. Approval must be sought from the Highways Agency's signs specialist for the use of all non prescribed signs. Advice and working drawings may be obtained from traffic.signs@dft.gsi.gov

MANDATORY PARKING PROVISION

- B26. Where a site is subject to a pre-existing sealed agreement which specifies the levels of parking provision, this shall continue to apply until such time as the scale and/or scope of on-site activities is extended.

¹⁵ This will be provided as a guidance note alongside the published circular.

- B27. Where the scale and/or scope of on-site activities is extended, the methodology set out in Schedule 1 shall be used for calculating the numbers of parking spaces by vehicle type that should be provided for the various types of roadside facility. The methodology set out in Schedule 1 will also be used for calculating the levels of parking provision for all new sites promoted after the publication of this policy.
- B28. However, notwithstanding the provisions of the previous two paragraphs, levels of provision may be adjusted to reflect local conditions through a process of site specific negotiation. It will be the responsibility of the site operator to demonstrate that any departure from the requirements of Schedule 1 is appropriate.

RETAIL ACTIVITIES

- B29. The scope and scale of retail activities at roadside facilities is a matter for consideration by the relevant local planning authority in line with the National Planning Policy Framework and local planning policies. However, local planning authorities should have regard to the primary function of roadside facilities which is to support the safety and welfare of the road user.

HOTELS, CONFERENCE CENTRES AND BUSINESS CENTRES

- B30. Such development will be a matter for consideration by the relevant local planning authority in line with the National Planning Policy Framework and local planning policies.
- B31. As a statutory consultee to such proposals, the Highways Agency will not object to the provision of hotels; conference centres; and business centres at the sites of roadside facilities for motorists unless there would be demonstrable adverse impact on the safety and/or operation of the strategic road network such as a net increase in travel.
- B32. Separate parking must be provided to service such developments so as to avoid any reduction in the general parking provision available to other road users.

COACH INTERCHANGES, PARK & RIDE, AND PARK & SHARE

- B33. Such development will be a matter for consideration by the relevant local planning authority in line with the National Planning Policy Framework and local planning policies.
- B34. As a statutory consultee to such proposals, the Highways Agency will take account of the local transport benefits in its response to proposals for coach interchanges; park & rides; and park and share facilities for motorists, and will not object unless there would be demonstrable adverse impact on the safety and/or operation of the strategic road network or the roadside facility in question.. The Highways Agency particularly welcomes proposals that will produce a net reduction of trip mileage.
- B35. Separate parking must be provided to service such activities so as to avoid any reduction in the general parking provision available to other road users.

FACILITIES FOR LOW EMISSION VEHICLES

- B36. Operators of roadside facilities are encouraged to provide refuelling facilities for low emission vehicles, including recharging facilities for plug-in vehicles and other arrangements that meet the needs of emergent low carbon and alternative fuel technologies as appropriate, such as gas refuelling stations. More information can be found at www.gov.uk/government/organisations/department-for-transport.

DRIVER AND TOURIST INFORMATION

- B37. Operators of roadside facilities are encouraged to provide live traffic information services and to make available local, regional and national tourist information.

ON-SITE POWER GENERATION AND OTHER SUSTAINABILITY MEASURES

- B38. Operators are encouraged to introduce measures that reduce the carbon footprint of their sites. However, such measures as may be provided should be compliant with relevant guidance as may be issued from time to time by the Highway's Agency. In this context, operators' attention is drawn to the provisions set out in Annex A regarding wind turbine development.

SCHEDULE 1

Parking requirements for different types of vehicle should be calculated on the basis of the table below, using the most recent complete year data to identify the peak monthly flow, averaging that to find the daily flow and then applying the appropriate formulae:

A = number of cars and light goods vehicles; and

B = number of HGVs and coaches

Advice on obtaining and interpreting traffic flows should be obtained from the Highways Agency

Parking requirements at motorway service areas			
Calculation ¹⁶		Variable	Notes
Traffic flow (Vehicles per day) ¹⁷			
Light vehicle		A	Advice on traffic flows is available from the Highways Agency
HGV and coach		B	
No. of parking spaces required ¹⁸			
Cars	0.5 % of A	C	Dedicated motorcycle bays for securing bikes
HGV	0.5 % of B	D	
Abnormal load	Minimum of 1		
Coach	0.1 % of B	E	
Coach interchange ¹⁹	No. of bays provided	E1	
Caravan/motorhome/vehicle and trailer	0.015 % of A	F	
Motorcycle	0.015% of A (where the percentage falls below 10 a minimum of 10 should be provided)	G	
Additional spaces for lodges	One space per 2 bedrooms		
Spaces for disabled users	5% of C (where the percentage falls below 5 a min. 5 should be provided)		Located adjacent to the front entrance
Spaces for disabled users caravan/motorhome/ vehicle and trailer	5% of F (where the percentage falls below 2 a min.2 should be provided)		
Spaces for disabled lodge users	min. of 2		

Parking requirements at motorway rest areas

The parking requirements for a motorway rest area are half those required for a motorway service area, rounded up to the higher whole number as necessary.

¹⁶ The Highways Agency's Planning and Economic Development Team can assist with these calculations.

¹⁷ Where the necessary supporting information is available operators may wish to increase the number of parking spaces for particular types of vehicle in recognition of the particular make up of the road users served by the facility.

¹⁸ Parking for disabled travellers should be clearly signed at the entrance to the MSA.

¹⁹ Where such a facility has been permitted.

Parking requirements at motorway truckstops

The parking requirements for a motorway truckstop are the same as the HGV requirement for a motorway service area. For safety reasons a minimum of 10 parking spaces for cars; 1 space for a car with caravan; and 1 space for a coach should be provided. A minimum of 1 abnormal load space should also be provided.

Parking requirements at trunk road service areas		
	Calculation²⁰	Notes
No. of parking spaces required²¹		
Cars	0.1 % of A	Minimum of 10
HGV	Minimum of 2	
Abnormal load	Minimum of 1	
Coach	Minimum of 1	
Coach interchange ²²	No. of bays provided	
Caravan/motorhome/ vehicle and trailer	Minimum of 2	
Motorcycle	0.015% of A (where the percentage falls below 10 a minimum of 10 should be provided)	Dedicated motorcycle bays for securing bikes
Additional spaces for lodges	One space per 2 bedrooms	
Spaces for disabled users	Minimum of 3	Located adjacent to the front entrance
Spaces for disabled users caravan/motorhome/vehicle and trailer	Minimum of 1	
Spaces for disabled lodge users	Minimum of 2	

²⁰ The Highways Agency's Planning and Economic Development Team can assist with these calculations.

²¹ Parking for disabled travellers should be clearly signed at the entrance to the services.

²² Where such a facility has been permitted.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
General email enquiries FAX9643@dft.gsi.gov.uk
Website www.gov.uk/dft

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SPATIAL PLANNING ADVICE NOTE: SP 09/09



LOCAL PLANS EVALUATING TRANSPORT IMPACTS

Document Control

This document requires formal sign off by the senior policy advisor in the Strategy and Planning Directorate Planning & Economic Development team. Sign off implies that the guidance is relevant and accurate on the date it was published.

Please note that the latest version of this guidance will always be located on the Agency's Way we Work QMS system. If you print this document be aware that it may be subsequently updated.

Sign Off:

HA Staff Name	Position	Date	Signature
Ian Askew	Document Owner	30.01.12	
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V.1.1	31/01/2009	Review
V1.2	30/01/2012	Format updates, minor text changes
V1.2	29/01/2014	Review and reissue

Dear Sir/Madam

EVALUATING TRANSPORT IMPACTS OF LOCAL DEVELOPMENT FRAMEWORKS

1. Circular 02/2013 “The Strategic Road Network and the Delivery of Sustainable Development” was published in September 2013 by the Department for Transport (DfT).

2. DfT Circular 02/2013 sets out new policy for the Highways Agency’s role within the national spatial planning system and describes how the Agency will participate at all stages in the planning process. The circular can be found on the DfT’s website at:

<http://www2.dft.gov.uk/pgr/regional/strategy/policy/circular207planningandstrategic.html>

3. Published jointly by CLG and DfT in 2007, “Guidance on Transport Assessments” (GTA) which gives advice about the preparation and content of Transport Assessments and Transport Statements for submission with planning applications remains valid . Chapter 5 of this document sets out the link between transport assessments and the development plan making process. The GTA can be found on DfT’s website at:

<http://www.dft.gov.uk/publications/guidance-on-transport-assessment/>

4. To assist you in applying these documents the Agency has also produced the attached short advice note about evaluating the transport impacts of Local Development Framework proposals, which we hope will be of assistance in the production of Local Development Documents.

5. If you have queries about the note please contact us at:
planningqueries@highways.gsi.gov.uk

6. We hope you find this helpful.

LOCAL DEVELOPMENT FRAMEWORKS

EVALUATING TRANSPORT IMPACTS

Background: Why is the Highways Agency interested?

1. The Highways Agency (HA) is responsible for managing and operating the Strategic Road Network (SRN - the trunk road and motorway network) on behalf of the Secretary of State. The efficient movement of people and goods on the SRN has a key part to play in supporting the economy.

2. Amongst its activities, the HA is responsible for considering the potential impact on this network of proposals for new development. We therefore have an interest in the preparation of Local Development Framework's (LDF) Local Development Documents (LDDs)* and how they will affect the SRN. This note also covers Minerals and Waste Development Frameworks (MWDF) and so is applicable to the relevant Authorities**.

3. Local Planning Authorities (LPAs) need to be aware of the implications for their LDDs of the Department for Transport (DfT) Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development". This sets out how the HA will take part in the development of LDFs from the earliest stages. The Circular says;

"The preparation and delivery of Local Plans provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for employment, shopping, leisure, education and other activities, and promotes accessibility for all."

4. Circular 02/2013 represents the basic policy background to the HA's interest in the planning system. This advice should be considered alongside it. The HA needs to consider the proposals in Development Plan Documents (DPDs) produced by LPAs. The HA believe that *an evaluation of the transport impact* on the SRN is necessary to demonstrate that Local Plans (and the development based on them) are set on a adequate, relevant and up-to-date evidence base and hence enable their soundness to be assessed in accordance with National Planning Policy Framework (NPPF) (in particular paragraph 182). .

5. Whilst the HA's direct interest is the SRN, such evaluations will probably need to encompass all transport issues in relation to the Plan-making process. They need to take into account a range of wider policy issues that provide the opportunity to reduce the need to travel (particularly by private car), encourage travel by sustainable modes and mitigate the traffic impacts of development in accordance with the NPPF. This should be of benefit to an LPA in any case to ensure development takes place in sustainable locations.

* ie Development Plan Documents and Supplementary Planning Guidance

** In the context of MWDFs references in this Note to Local Planning Authorities should be taken to also cover Counties and Unitary Authorities.

6. An *evaluation* will need to be prepared with regard to Circular 02/2013 and the NPPF. LPAs should ensure that the HA is involved from the pre-production stage of Local Plans and throughout the preparation process. The earlier the issues are addressed, the more likely there is to be a mutually satisfactory outcome ie that development is deliverable from a transport perspective and that DPDs are sound. The HA can only ensure that the *evaluation of the impact* on the SRN is adequate in its opinion. There is guidance on *Soundness* produced by the Planning Inspectorate.

7. The HA assume that *evaluations* will be undertaken by the LPA (in-house or by the use of consultants) or jointly with other LPAs or where appropriate with the Local Transport Authority. With “Site Allocation” (and if appropriate Area Action Plan) DPDs there may also be a role for developers.

Evaluation of Transport Impact: How much detail?

8. The level of detail required by the HA will vary depending upon;

- the type of DPD,
- the characteristics of the development being assessed, for example whether it is evenly spread or concentrated at specific locations;
- the type of area being examined;
- the ease of access to and levels of stress on the SRN; and
- the flexibility of a DPD, particularly a Core Strategy, in the event of a site or a number of sites subsequently proving undeliverable.

9. For example, an *evaluation* produced for a highly urbanised LPA may need to focus on different issues to those applicable in more rural areas.

10. The *evaluation* should be sufficient to support a sound DPD; include an adequate assessment of the impacts of development in the DPD and any mitigation measures that may relate to the SRN (and which may not actually be on the SRN itself).

11. The overall scale of the *evaluation* will depend on the amount of locationally specific detail contained within a DPD. However as a general rule a Core Strategy’s *evaluation* is likely to be more strategic in nature than one for a Site Specific DPD. For the former the *evaluation* should be sufficient to identify and exclude “showstoppers” (ie development where the mitigation required is undeliverable); confirm there is a realistic expectation that the impact of development can be mitigated; and provide a basis for a comparison between alternative sites. It should certainly inform the nature and content of the policies in the Core Strategy.

12. A “Site Allocation” DPD may require detail on a par with the requirements of a Transport Assessment. The specifics would need to be discussed between the HA and the LPA on a case by case basis but the *evaluation* should identify the nature and magnitude of any mitigation required.

How to approach an Evaluation.

13. A pre-requisite to any *evaluation* is for the LPA to have assembled an adequate evidence base. The adequacy or otherwise of the evidence base will often be a strong indicator as to whether the LPA has had sufficient regard to the strategies, policies and issues that apply to transport in its area, as well as existing transport problems

14. In Annexes A and B to this note we have set out two approaches an LPA might adopt to carry out an *evaluation* – a *Full Transport Evaluation* and a *Reduced Transport Evaluation*.

15. However in some cases an adequate *evaluation* might comprise a non-quantitative assessment of current transport problems and of advice from transport providers, including the HA, as to the scale and nature of future problems. This approach might be suitable for an LPA with low levels of development spread widely through its area and where either the SRN is relatively lightly stressed or where an overall transport strategy has been set by a major study such as a Multi Modal Study. The LPA should set out how their LDF has taken account of such a study in terms of policies etc.

16. At the opposite end of the scale where a Development Plan relies for deliverability on a major development site with easy access to the SRN a *Full Transport Evaluation* of the scale and nature normally only associated with a Transport Assessment for a major planning application may be required. And within these two “extremes” a *Reduced Transport Evaluation* may be appropriate. For MWDFs Authorities may wish to discuss their *evaluation* with the HA as such *evaluations* may require a slightly different approach.

17. In all cases the safe entry to and exit from the SRN should be a prime consideration in an *evaluation*. Some accident analysis may be needed where there is poor accident rate currently or where an existing accident site may be made worse with an increase in traffic. A particular consideration is that traffic should be able to freely exit high speed roads.

18. The advice set out in this note is pragmatic and is intended to provide a starting point for discussions between LPAs and the HA. It is not intended as a replacement for DfT Circular 2/2013 or the Guidance on Transport Assessments.

19. The level of detail of the information expected by the HA will be the minimum required to adequately evaluate the transport impacts of LDDs and MWDFs. However LPAs may find it helpful to provide greater detail; for example where it is expected that detailed modelling will be needed at the later stages of the Plan-making process or where appropriate transport models already exist.

20. However it is for the individual authority to decide the most appropriate way of evaluating transport impacts in their area and satisfy themselves that they have had regard for the NPPF requirement of soundness in producing a adequate, relevant and

up-to-date evidence base and developing appropriate policies and mitigation measures in respect of the SRN.

21. Further advice and assistance can be obtained from HA staff and early contact is recommended.

Full Transport Evaluation (FTE)

1. This is the most detailed method of determining the impact of the development proposals on the SRN and would rely on the use of a standard (proprietary) software traffic modelling package.

2. LPAs should make use of existing regional, sub-regional, or local transport models, where available and appropriate. These will be useful in assessing the rates of background traffic growth. Other studies, including Transport Assessments (TAs) undertaken for recent planning applications in the area, may also be a valuable resource of information and should be incorporated within the *evaluation* wherever possible. It is recognised that not all LPAs will have access to sophisticated modelling approaches and as such we suggest contacting County Councils or Regional Bodies to see if they have tools available which could be used by the LPA to derive modelling information. The HA may also have some modelling information available covering particular locations.

3. As with standard transport modelling work, this approach should be based on the principles of four stage modelling and the best practice approaches as outlined in Design Manual for Roads and Bridges (DMRB) and WebTag. The modelling will ideally be multi-modal in nature, or have a multimodal evaluation element. This will be particularly useful in assessing mode transfer and differing demand scenarios, alongside the impact of mitigation measures involving public transport upgrades.

4. Such an approach will enable:

- An assessment of Do Nothing/Do Minimum options relative to various development scenarios for a number of time periods and/or time horizons;
- The detailed assessment of the impacts of specific development on the SRN, including any junction impacts;
- An evaluation of the cumulative impacts of a large number of small development sites and/or the assessment of the impacts of significant proposals – i.e. the sort of analysis that will feed into a TA;
- The analysis of mode transfer opportunities and the possible assessment of mitigation/demand management scenarios; and
- Interpretative outputs to be developed including select link analysis information and desire line outputs etc

5. Assuming a fully validated network model does not already exist, there are various proxy methods that can be used to develop a 'full' model. For example:

- For Core Strategy work it may be possible to develop a hybrid strategic model based on a link based modelling approach to assessment. This strategic level assessment type is particularly appropriate for a Core Strategy level of

assessment. Such an approach can usefully draw on any established modelling within an area to derive current or future-year trip matrices, and as such will be relatively easy to develop if there is an existing model. The disadvantage of the approach is that the modelling will be strategic in outlook as it assesses only the link capacity. It will therefore not provide a basis for looking at junction capacity based constraints.

- An alternative method might be to develop a two-stage only strategic network-based assignment model, using a proprietary software package to assess key transport movements derived from 2011 Census Journey to Work travel patterns. This would utilise a high level network and Census based zoning to create a basic assignment model. The method would incorporate the use of TEMPRO and the details of the DPD proposals as a basis for forecasting the strategic impacts of various development scenarios in order to develop an assessment of forecast-year assignments.

6. The choice of proxy method will depend on resource availability, finances, the nature and the extent of the development being proposed.

7. Clearly the outputs from any Model need to be carefully validated and be subjected to a reality check based on local knowledge of local conditions.

Reduced Transport Evaluation (RTE)

1. The HA recognises that in some circumstances a Full Transport Evaluation may not be necessary.
2. In this situation the HA suggests that an RTE may be the best approach. This will use a first principles approach, building on the four stage modelling principles and the methodology utilised in TA analysis, to determine the impact of the development proposals on the SRN.
3. An RTE analysis might be achieved through a spreadsheet type assessment of development scenarios. A suggested methodology for an RTE is outlined below.

A. Trip Generation Phase

4. For such an *evaluation* it will be necessary to assume minimum details regarding the basics of the developments such as size/number of units, use and access arrangements. In the absence of hard and fast details, an estimation of the proposed number of dwellings and any other proposed development land uses will be required as the basis for an estimation of trip rates. It is important that these assumptions are noted so the robustness of the RTE can be considered.
5. In assessing individual sites, trip generation estimates should, where possible, be derived using similar methodologies and assumptions typically applied at the planning application stage. For most development, 85th percentile trip rates derived from a proprietary software package such as TRICS should be used as a basis for the assessment of trip generation. For larger, mixed-use sites, a lower percentile trip rate may be appropriate. The use of a lower rate should be based on a careful judgement taking account of individual circumstances. Alternatively site survey data, using observed trip generation rates for similar sites, might also be used but this and any lower trip rates would need to be justified in discussion with the HA.

B. Trip Distribution

6. Ideally, the analysis would provide an indication of the number and proportion of trips from individual developments that will have an impact on the SRN, and details of what percentage of overall SRN traffic flow this figure would represent. A national dataset such as the 2011 Census Journey to Work matrices could be used to determine approximate home-work traffic within the authority (a “best guess” approach based on local knowledge may be acceptable to the HA in some circumstances). However existing travel to work patterns will change (through policies in the LPAs Local Plan etc) and so the *evaluation* will need to make some assumptions about this.
7. The RTE will need to provide an indication of the operational capabilities and deficiencies of the transport system and how this will be dealt with. From the HAs perspective it should focus on the relevant SRN links, network ‘pinch points’ and relevant junctions. These may be both within and outside the boundary of the LPA carrying out the *evaluation*. A benchmark or baseline for assessing the potential

impacts of development aspirations on the transportation system should also be established if possible.

8. The HA can provide indicative assessments of road capacity based on our own flow data (however currently this would only be link data; even with this simpler form of *evaluation* there may be a requirement for detailed assessment work at junctions as this is where problems that affect the development may occur first) via DMRB type calculations and can also provide an assessment of network stress mapping using outputs from assessments carried out by the HA. However such outputs may be too high level for any detailed analysis and therefore would only be indicative.

C. Modal Split

9. Modal splits estimates can be estimated by choosing comparable existing developments within an LPAs boundary to that of proposed development, whilst also including the effects of any influencing travel behaviour proposals. Such comparable sites should be, wherever possible, similar in scale, public transport provision and non-car accessibility. The sites chosen for comparison would need to be justified to the HA. Using these techniques, it should be possible to derive estimates of the numbers travelling to the site, their choice of mode, and the overall modal split.

D. Trip Assignment

10. The details of the assignment and distribution methods used within the study should be provided wherever possible; however, it is reasonable to base the assignment approach around the 2011 Census Journey to Work matrices (but see para 6 above).

11. In the absence of easily accessible strategic modelling, the assessment of the cumulative impacts of sites on the trunk and local road network will not be straightforward. There should, however, be an emphasis placed on reporting the impacts of specific sites such that the implications of individual site development can readily be assessed and compared as a part of a site evaluation framework. A comparison of the options should broadly demonstrate their relative benefits and disadvantages in transport terms.

12. For forecasting assessment a programme (normally TEMPRO) could be used to obtain an estimate of the potential background growth for the LPA as part of the wider forecasting methodology. All committed background developments should be included within the growth forecasts (if necessary these will need to be subtracted from the TEMPRO background growth).

13. If time allows the LPA may also, where appropriate, wish to conduct sensitivity testing in assessing proposals against low and/or high growth traffic scenarios. A low growth scenario, for example, might be assumed to reflect the implications of the implementation of demand management policies and/or travel plans for individual sites.

14. The HA would be happy to be involved in agreeing the appropriate methods to be used for determining the traffic impact.

Minimum Outputs

15. If the *evaluation* concludes that adverse impacts exist on the SRN are likely to arise, for example in terms of unacceptable levels of congestion, safety or unacceptable environmental impacts then mitigation measures should be considered and detailed. Please note that where there are specific, significant junction issues full scale modelling work may still be required.

Comment

Agent	Mr Mark Fox (382794)
Email Address	mark.fox@pegasuspg.co.uk
Company / Organisation	Pegasus Planning Group
Address	Pegasus House Whitworth Road Gloucestershire GL7 1RT
Consultee	Mr Jeremy Sutcliffe (558007)
Company / Organisation	Barratt Development Plc
Address	Unknown Unknown Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Barratt Development Plc (Mr Jeremy Sutcliffe)
Comment ID	10
Response Date	29/04/14 14:58
Status	Processed
Submission Type	Email
Version	0.2

Comments

Comments

Thank you for the opportunity to comment on the scope of the proposed Chippenham Site Allocations DPD. I set out a response on behalf of Barratt Developments Plc to the current consultation. Please note that my clients will be submitting shortly a separate response to the Council in respect of the proposed delivery trajectory at Rawlings Green and the criteria for assessing the potential allocations at Chippenham.

As the Council is aware, my client Barratt Developments Pic, is progressing the Rawlings Green development. It is noted that the Inspector, in his letter dated 2nd December 2013, highlighted potential problems with the Sustainability Appraisal in respect of the proposed allocations at Chippenham. The Inspector stated that it appears necessary for the Council to review its approach to the development allocations at Chippenham. He noted it could be secured through a subsequent Chippenham specific document.

Barratt note the proposed scope of the Chippenham Site Allocations DPD.

The scope states that the plan will also present policies designed to enable the delivery of priority regeneration schemes as set out in the draft Chippenham Town Centre Masterplan. Barratt welcome

this approach. It is desirable for the new plan to adopt a 'town-wide' approach, which would enable the relationships between the potential mixed use urban extension at Chippenham and the regeneration schemes, and the town centre as a whole, to be better understood and planned for in a co-ordinated manner.

It will also be essential that the baseline evidence takes full account of the committed large site favourable resolutions at Showell Farm, Hunters Moon and North Chippenham and any associated infrastructure to be provided by such developments. The Council should also take account of any other significant commitments at Chippenham.

Clearly, given the Council's intention to go straight to consultation, it will be essential that the plan is kept relatively uncomplicated and should not seek to address and resolve all the planning issues facing Chippenham, particularly given the limited time available to prepare the plan.

Barratt consider that the DPD should be restricted to simply providing policy guidance on the priority regeneration schemes and the proposed mixed use urban extensions.

Barratt note that the DPD will need to be in general conformity with the emerging Wiltshire Core Strategy and the National Planning Policy Framework (NPPF). The emerging Core Strategy is subject of further consultation.

The housing requirement for the Chippenham Community Area has increased from 4,500 to 5,090 dwellings 2006-2026. The town specific requirement has increased to 4,510 from 4,000. However, the level of provision for strategic sites will need to be clear as to how the commitments at Hunters Moon and North Chippenham are being taken into account and whether or not the strategic sites to be identified figure remains unchanged or is further reduced.

Barratt note that the remainder to be identified is lower despite the overall increase in the dwellings requirement, in light of the level of completions since 2006 at Chippenham. Barratt also note that the DPD will cover the geographic area of the Chippenham Community Area and parts of the Corsham and Caine Community areas, which are adjacent to the built up areas of Chippenham.

A plan should be included in the Core Strategy and the DPD to clearly depict the area covered by the Chippenham DPD. Given that part of the previous preferred South West Chippenham Strategic Site was in the Caine Community Area and some competing sites were in the Caine Community Area, it will be important for potential objectors to appreciate which areas are to be covered by the Chippenham DPD and which are not.

In summary, it will be important that the scope and nature of the DPD be restricted to address specific matters rather than comprehensive a local plan for Chippenham being prepared.

My clients submitted extensive evidence based material to the Council in respect of the Rawlings Green mixed use urban extension. It is considered that this information more than justifies the allocation of Rawlings Green in the Chippenham Site Allocations DPD.

SHLAA submission

SHLAA submission

No

Comment

Consultee	Mr T Molloy (394945)
Email Address	dexionsmith@me.com
Address	Home Cottage Tytherton Lucas Chippenham SN15 3RJ
Event Name	Chippenham Sites Reg 18
Comment by	Mr T Molloy
Comment ID	11
Response Date	29/04/14 15:04
Status	Processed
Submission Type	Email
Version	0.2

Comments

Comments

I am writing to state my objection to the changes to the Core Strategy which propose housing and other associated developments on all the land between Langley Burrell and the A4 to the east of Chippenham for the following reasons :

The development would result in the destruction of an area of great natural beauty and tranquility, which is a valuable resource for the people of Chippenham as well as for those lucky enough to live in the area. The beautiful meadows running down to the place where the Marden and the Avon rivers meet would be irreversibly destroyed for posterity. Building on the higher ground at Peckingell and New Leaze Farm would ruin the views from the river valleys. The natural river environment consisting of important wildlife habitats would be badly degraded by housing development.

The cycle path along the former track of the branch line railway to Calne is a wonderful resource created for everyone in Chippenham. From it there are uplifting views of the Cherhill monument and the downs, and the walker or cyclist has an immediate sense of emerging into a quintessential Wiltshire landscape right on the doorstep of the town. This amenity would be destroyed for ever by building a housing estate between Hardens Farm and New Leaze Farm.

This year there have been extensive floods over a prolonged period, of both the river Avon and also the river Marden. Development of the catchment areas would lead to greater run-off and worse flooding.

The economic centre of gravity of Chippenham is now to the west of the historic town centre, in the Bumpers Farm and Methuen Park industrial estates and the housing at Cepen Park, and it is this development which should be continued. The A350 around the west of Chippenham was constructed from the outset with a view to being widened to a dual carriageway. Modern economic activity cannot be based around the now dead idea of a town with an old fashioned 'high street'. There is no logical reason why such a historic centre should be geographically located in the centre of the town as it grows.

SHLAA submission

SHLAA submission

No

Comment

Consultee	Mr Rohan Torkildsen (403792)
Email Address	Rohan.Torkildsen@english-heritage.org.uk
Company / Organisation	English Heritage
Address	29 Queens Square Bristol BS1 4ND
Event Name	Chippenham Sites Reg 18
Comment by	English Heritage (Mr Rohan Torkildsen)
Comment ID	12
Response Date	24/04/14 15:06
Status	Processed
Submission Type	Email
Version	0.2

Comments

Comments

The selection of sites for development needs to be informed by the preparation of a robust evidence base and the DPDs should avoid allocating those sites which are likely to result in direct and indirect harm to the significance of heritage assets. The relevant tests for assessing harm to the significance of heritage assets are NPPF para 132 onwards.

The vital issue of *setting* can be considered by ensuring your evidence base applies *The Setting of Heritage Assets* (EH Oct 2011)

<http://www.english-heritage.org.uk/publications/setting-heritage-assets/setting-heritage-assets.pdf>

The impact of necessary associated infrastructure to facilitate the delivery of large scale development can have a profound effect on the character of historic places and must be considered.

It will be important to ensure the significance and integrity of Wiltshire's historic towns and villages are conserved.

SHLAA submission

SHLAA submission	No
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Comment

Consultee	Mr G Gardiner (548256)
Email Address	geo-gardiner@lineone.net
Address	Langley Burrell Chippenham SN15 4LQ
Event Name	Chippenham Sites Reg 18
Comment by	Mr G Gardiner
Comment ID	13
Response Date	07/04/14 15:10
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

I have the following comment to make in representation on the Wiltshire Housing Site Allocations DPD.

Action on the Wiltshire Housing Site Allocations DPD should be deferred until there is evidence of inward investment into Chippenham by business/commercial/entertainment entities. The town has long since outgrown its capability to sustain its local population and/or offer an attractive quality of life.

No meaningful policy or planning can be undertaken until such investment is in place.

SHLAA submission

SHLAA submission	No
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Comment

Agent	Mr Graham Singer (836674)
Email Address	mail@grahamsinger.com
Company / Organisation	Graham Singer Chartered Surveyors
Address	5 Warren Business Park Knockdown Tetbury GL8 8QY
Consultee	Mr G Shiles (839749)
Address	Manor Farm Allington Chippenham Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Mr G Shiles
Comment ID	14
Response Date	25/03/14 15:30
Status	Processed
Submission Type	Email
Version	0.5
Files	<u>chippenham220140325153548_001.jpg</u> <u>chippenham120140325153320_001.jpg</u>

Comments

Comments

I act for Mr. G. Shiles, Manor Farm, Allington, Chippenham, who is the sole owner of land shaded mauve on the attached plans being

(a) 32 ha (80 acres) north west of the A350 and

(b) 39 ha (96 acres) land south of Pewsham Way – No. 8 on plan

I attended the meeting with the planning team and others to consider the proposed 'Range' application to be sited on Shiles land adjacent to the A350. I noted enthusiasm for the application and the employment opportunities it presents.

Referring to the multi-coloured plan, a link road from Pewsham Way to the (allocated) residential site at Milbourne Farm (No. 4) would involve a short stretch of new road. This would facilitate free movement of traffic from Pewsham, Calne, Marlborough and Devizes to the A350 without congesting the Bridge Centre and the Bristol Road area of central Chippenham and offer quick access to The Range. To

fund the cost of this link road additional allocation of housing numbers would be required on Council land and Shiles land in south Chippenham.

I submit that this proposal is readily deliverable and more affordable, sensible and preferable to the circuitous project to the East.

SHLAA submission

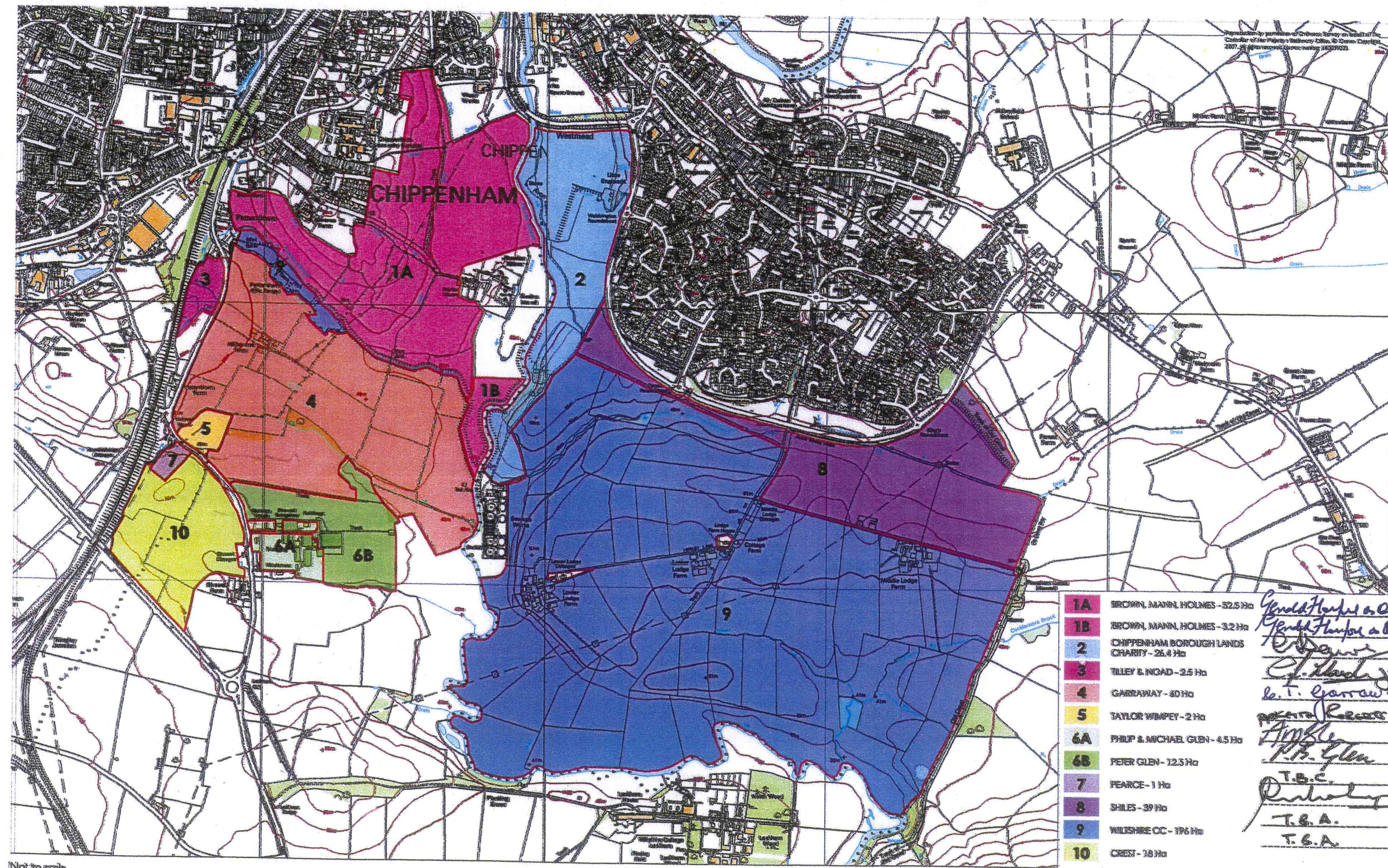
SHLAA submission

Yes

ROWDEN PARK LANDOWNER'S STATEMENT

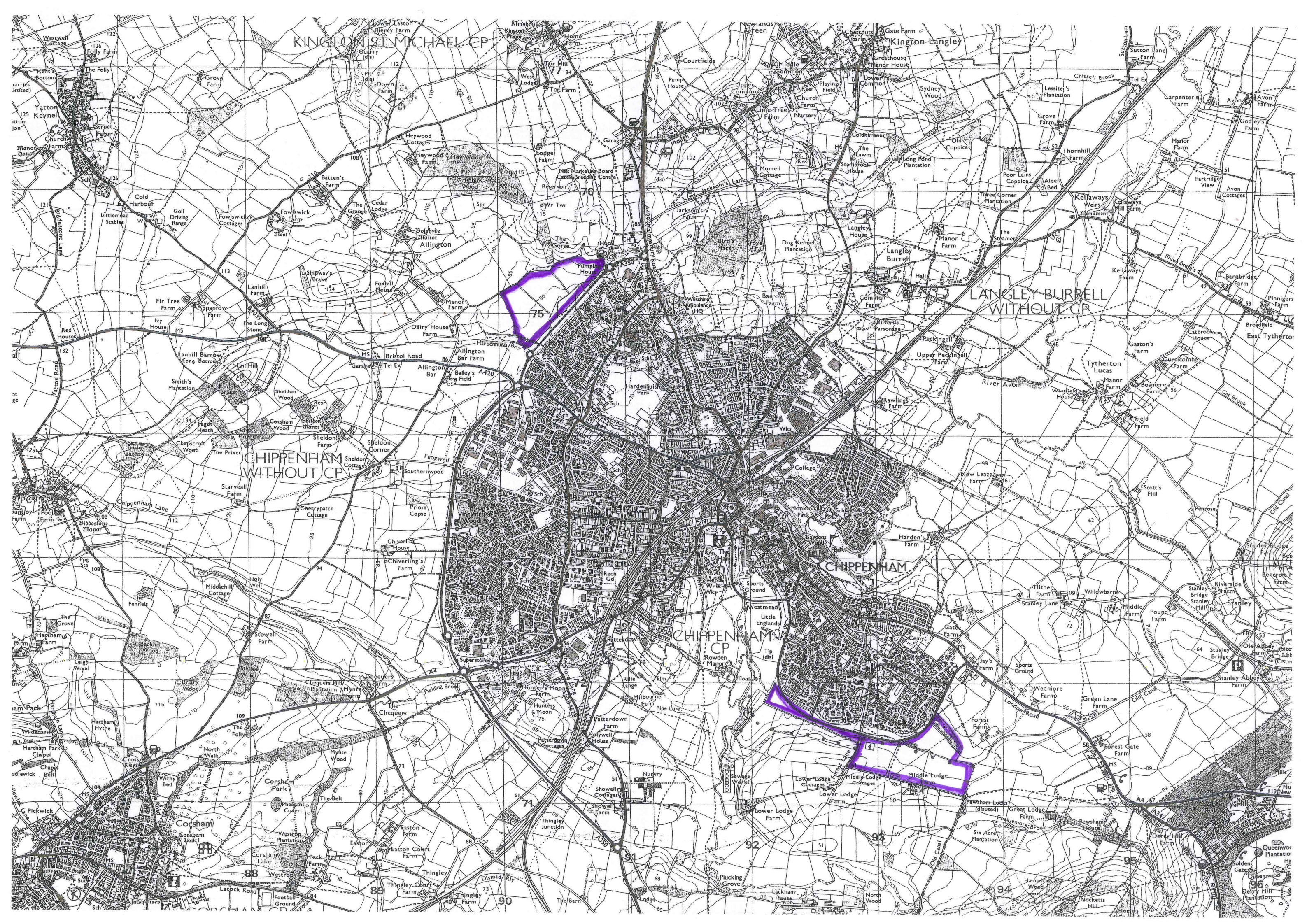
ROWDEN PARK LANDOWNER'S STATEMENT

"The Landowners within Rowden Park are committed to Redcliffe Home's comprehensive proposals for a sustainable urban expansion around the South of Chippenham and integrally linked to a major Country Park, close to the heart of, and for the wider benefit of the whole Town. We would welcome your support."



Not to scale

ROWDEN PARK



Comment

Agent	Mr John Baker (556318)
Email Address	jbaker@peterbrett.com
Company / Organisation	Peter Brett Asscoiates
Address	10 Queen Square Bristol BS1 4NT
Consultee	Unknown (556321)
Company / Organisation	Strategic Land Partnerships
Address	Unknown Unknown Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Strategic Land Partnerships (Unknown)
Comment ID	15
Response Date	04/05/14 09:55
Status	Processed
Submission Type	Email
Version	0.3

Comments

Comments

Scope of the Development Plan Document

We support the Council in its desire to allocate land for development as housing in order to meet the needs of the population and to stimulate and accommodate employment growth at Chippenham. As a consequence of the appropriate increase in housing provision in Wiltshire above that which was originally proposed in the Core Strategy, it is necessary to undertake a comprehensive assessment of sites for development. A key first stage of the Chippenham DPD must be to ensure that all suitable sites within the settlement boundary are adequately identified for development, before sites adjacent to the boundaries are considered.

The scope of the Chippenham Allocations DPD should clearly set out the area covered by the policies of the DPD. This should be in accessible map form with a clear boundary delineating the area identified as 'Chippenham'. A transparent definition of the area covered and its relationship with the 'community areas' is an essential element of the plan.

Wiltshire District is currently split into 'Community Areas', which provide the basis for the distribution of the overall housing requirement in the emerging Core Strategy Policy CP2: Delivery Strategy (Table 1). These 'community area' boundaries are presumably based on the historic district authority boundaries

and consequently have little relationship with contemporary settlement patterns. For example, the Saltersford Lane site, though inside the Chippenham settlement boundary, is incorporated in the Corsham community area. As such, an accurate housing requirement for the Chippenham Allocations DPD area will have to be set out in order to allocate sites that, combined, are able to meet the objectively assessed need of the Chippenham area and enable the level of growth set out in the emerging core strategy. The use of community areas in distributing the North West Wiltshire HMA requirement of 24,740 does not easily enable the level of housing provision required in Chippenham to be allocated in the forthcoming DPD. In order for the town to grow in a sustainable way, it will most likely be necessary to allocate land to the south of Chippenham, as was recognised by the inclusion of a strategic site in this location in earlier versions of the emerging Core Strategy. Furthermore, the major residential planning permission granted by the Council at Hunters Moon, adjacent to the site at Saltersford Lane in south west Chippenham (13/01747/FUL), endorses the sustainability credentials of south Chippenham, in particular south west Chippenham, as a location for residential development. New homes in this location would go towards meeting the need for Chippenham, though much of the developable land in south west Chippenham crosses over the community area boundary into Corsham 'community area remainder'. As such, there is potential for double counting, which may result either in the under provision of housing for some community areas, or the misguided attempt to rely too heavily on community areas at the expense of the sustainable development of settlements. The Inspector warned of the dangers of this in his comments

"Whilst the intention to disaggregate the housing provision at the level of each Community Area would provide useful clarity of the Council's intentions, particularly in the knowledge of likely constraints, such disaggregation should not be so prescriptive as to be inflexible and potentially ineffective in delivering the identified level of housing for each market area."

(EXAM/82)

Besides defining the geographic scope of the Chippenham DPD, the allocation of sites should be approached from the bottom up; assessing sites on the basis of the sustainability of their location, particularly the relationship with the existing settlement. A clear methodological framework for assessing sites promoted to the DPD should be set out in the DPD itself. This methodology should be established early and in collaboration with landowners, developers, agents and other interested parties to ensure that there is agreement to the approach and that it is also consistently applied when assessing sites.

Land at Saltersford Lane

The site at Saltersford Lane, as shown on the attached plan, though in the 'Corsham Community Area', is located within the Chippenham settlement south western boundary. The site is bounded by Saltersford Lane (B4528) to the west, and the railway line to the east.

The site sits directly south of the Herman Miller Industrial Estate and other associated business units, which offers nearby employment opportunities, and is connected to the town centre by the A4 Bath Road which also connects the site to Bath city centre via Corsham. The site is within a 30 minute walk of the town centre and is currently served by a half-hourly bus service to Chippenham town centre, Corsham and Bath. Within one mile of the site are essential community and retail services, including Chippenham Community Hospital and Sainsbury's supermarket.

While part of the site is susceptible to flooding, the majority is outside the flood risk zone and residential access can be satisfactorily and safely provided to ensure the site can be developed. A previous but unimplemented planning permission for employment use demonstrates that the principle of development is acceptable. The site at Saltersford Lane offers 3.85ha of land with an estimated capacity of around 100 homes. The 2012 Wiltshire SHLAA recognises that the site is predominantly unconstrained and therefore suitable for residential development. The lapsed permission for employment use required significant improvements to the Saltersford Lane site, the cost of which made development of the site for employment uses unviable. However, there are no significant infrastructure requirements for the proposed residential development and, as such, the site is able to come forward early and be delivered swiftly, potentially within the next five years, aiding the district in meeting its 5 year land supply requirement. Consequently we assume that although the site is not allocated it would fall within the large windfall allowance for Chippenham.

We are able to confirm that the site is deliverable, available and achievable, and as such should be specifically identified within the DPD for development. As part of this process the site is being formally put forward through the call for sites process for formal consideration and inclusion with the SHLAA and consequent inclusion within the Chippenham Allocations DPD.

Though a greenfield site, the land at Saltersford Lane lies adjacent to the land at Hunter's Moon Farm, which has recently been granted hybrid consent for up to 450 dwellings, a primary school and 2.33ha of employment use (13/01747/FUL). The proposed development at Hunter's Moon and potential further urban extension to the east of the railway line will remove the open aspect of the Saltersford Lane site, which will be surrounded by residential and employment use. The substantial scheme planned at Hunter's Moon will also provide additional infrastructure and services, such as the new primary school, that can be utilised by the proposed development at Saltersford Lane.

SHLAA submission

SHLAA submission

Yes

Comment

Agent	John Owen (836142)
Email Address	John.Owen@greensquaregroup.com
Company / Organisation	GreenSquare Group
Address	Barbury House Swindon SN5 7HB
Consultee	(647559)
Company / Organisation	GreenSquare Group Ltd
Address	c/o agent c/o agent c/o agent
Event Name	Chippenham Sites Reg 18
Comment by	GreenSquare Group Ltd ()
Comment ID	16
Response Date	04/05/14 10:05
Status	Processed
Submission Type	Email
Version	0.3
Files	836142 16 Parklands Chippenham SHLAA.pdf Parklands Chippenham Site Plan.jpg

Comments

Comments

Please find attached a site representation submitted on behalf of GreenSquare Group for consideration to be included in the Chippenham Site Allocations DPD.

SHLAA submission

SHLAA submission	Yes
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Wiltshire calls for sites submission form

Strategic Housing Land Availability Assessment

National policy requires local authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) for their housing market area. This builds on previous studies and is designed to provide a more realistic and justifiable indication of capacity. It will ensure that the new planning policies within the Local Development Framework (LDF) are based on reliable evidence and are, therefore, deliverable.

In order to create a comprehensive list of sites with the potential to deliver new land uses, information has been aggregated from the previous district councils. The sites included have been identified through the ongoing 'call for sites exercise' undertaken by the former and current authorities, and other relevant data sources. Information on any further sites is gratefully received.

It is intended to gather information on all potential land uses so that the evidence is in place to address any current or future needs. As such, the sites submitted will not only contribute to the SHLAA (if they relate to housing) but also build an evidence base for other land uses. The study will identify potential sites, the sites' potential capacity and any constraints that may exist. It will also identify the actions that may be needed to be taken to make sites available, suitable and viable for development.

If a site is identified as having potential it does not necessarily mean that planning permission will be granted, or that the land will be allocated for development. We will be assessing the constraints and deciding whether sites should be developed as part of work on the Local Development Framework. Similarly, if the assessment indicates that a site is undeliverable, that is not to say that the constraints identified could not be overcome, but rather that further work would be required to realise the potential of this site, and, as such, it is not currently considered to be developable.

Guidance on submitting information

Please use the following proforma to suggest sites that you think Wiltshire Council should consider for development over the next 20 years.

Please return this form, together with a map that clearly identifies the boundary of the site. All sites will be added to the database. The Strategic Housing Land Availability Assessment is undertaken annually and so any housing site will be included in the following published assessment. For other land uses, assessments will be produced as necessary. However, all sites will be considered in any future planning work once the site has been recorded. All site information should be submitted to:

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

In completing the form please:

- use a separate form for each site
- complete the form as comprehensively as possible
- submit sites that are likely to become available for development or redevelopment in the next 20 years
- submit sites that could accommodate more than five dwellings, and are 0.15 hectares or greater.

Do not submit sites that:

- already have planning permission for residential or employment development unless different proposals are identified
- are outside of Wiltshire Council's boundary
- are within the remit of the New Forest National Park for planning purposes
- have previously been submitted to the previous or current authorities.

Please note that the information submitted using this proforma will be made public as it will form part of the evidence base to the LDF and will inform where future development may be delivered in the future. The only elements that will remain confidential are the names

Site submission proforma

For a site to be considered the proforma must:

- include details of the person submitting the site, the landowner and the appropriate contact
- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	John Owen Development Manager
Company	GreenSquare Group
Address	Barbury House Stonehill Green Swindon SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com
What is your interest in the land?	Site owners
Landowner	
Name	Westlea Housing Association Ltd
Address	Methuen Park Chippenham SN14 0GU
Telephone number	01793 602798
e-mail address	John.Owen@greensquaregroup.com

Contact	
Name	John Owen Development Manager
Address	GreenSquare Group Barbury House Stonehill Green Swindon SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com

Site details	
Site name	Parklands Malmesbury Road Chippenham
Site address	Parklands Malmesbury Road Chippenham
Site postcode	SN14 1PP
Is the site in multiple or single ownership?	Westlea HA
Current and previous use of the land	Older persons bungalows and sheltered bedsits and one bed flats scheme closed and emptied in 2010 buildings currently vacant
Estimated site area (ha)	0.4
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	Electricity Substation to rear of existing building fronting the main road, shared access rights to be accommodated in any future planning application
Is there direct access to the land from the primary road network?	Yes
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	Road down into the site would remain private and not be adoptable.
Is the land contaminated?	Asbestos present in Grade II building which will need to be removed

Are there any covenants on the land, which may prevent development?	
Does the site have ransom strips?	None that we are aware of
Are there any factors that might make part/all of the site unavailable for development?	Existing building is Grade II Listed therefore LB consent would be needed in addition to any new build planning application on land to the rear
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	Early designs being assembled, the land is already owned by Westlea HA, the existing building will be more expensive to refurbish than new build construction.
Are there any other issues that the council should be aware of that are not identified above?	
<div>Has work been undertaken to consider how these constraints may be overcome? If so please explain.</div>	
Phone number for access	No access permission required, land is fully accessible existing buildings are empty & secured

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	18 flats in the listed building and 4 x LCHO bungalows refurbished to rear of listed building
Employment (offices)	None
Employment (industrial)	None
Employment (warehousing)	None
Retail	None
Mixed uses	None
Other uses	None

If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	18 flats in Listed building and retention/refurb bungalows to rear. Or WHA may sell the listed building, demolish bungalows and build 6 new houses and 1 FOG
If the site is proposed for other uses, how much floor space and how many units are proposed?	NA
Is there the potential to provide any community infrastructure as part of the site?	NA
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	
2013/14	
2014/15	
2015/16	
2016/17	22
2017/18	
2018/19	
2019/20	
2020/21	
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	

Further information

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

Data Protection Information

Wiltshire Council has a duty to protect personal information and will process personal data in accordance with the Data Protection Act 1998 and any amendments to the Act.

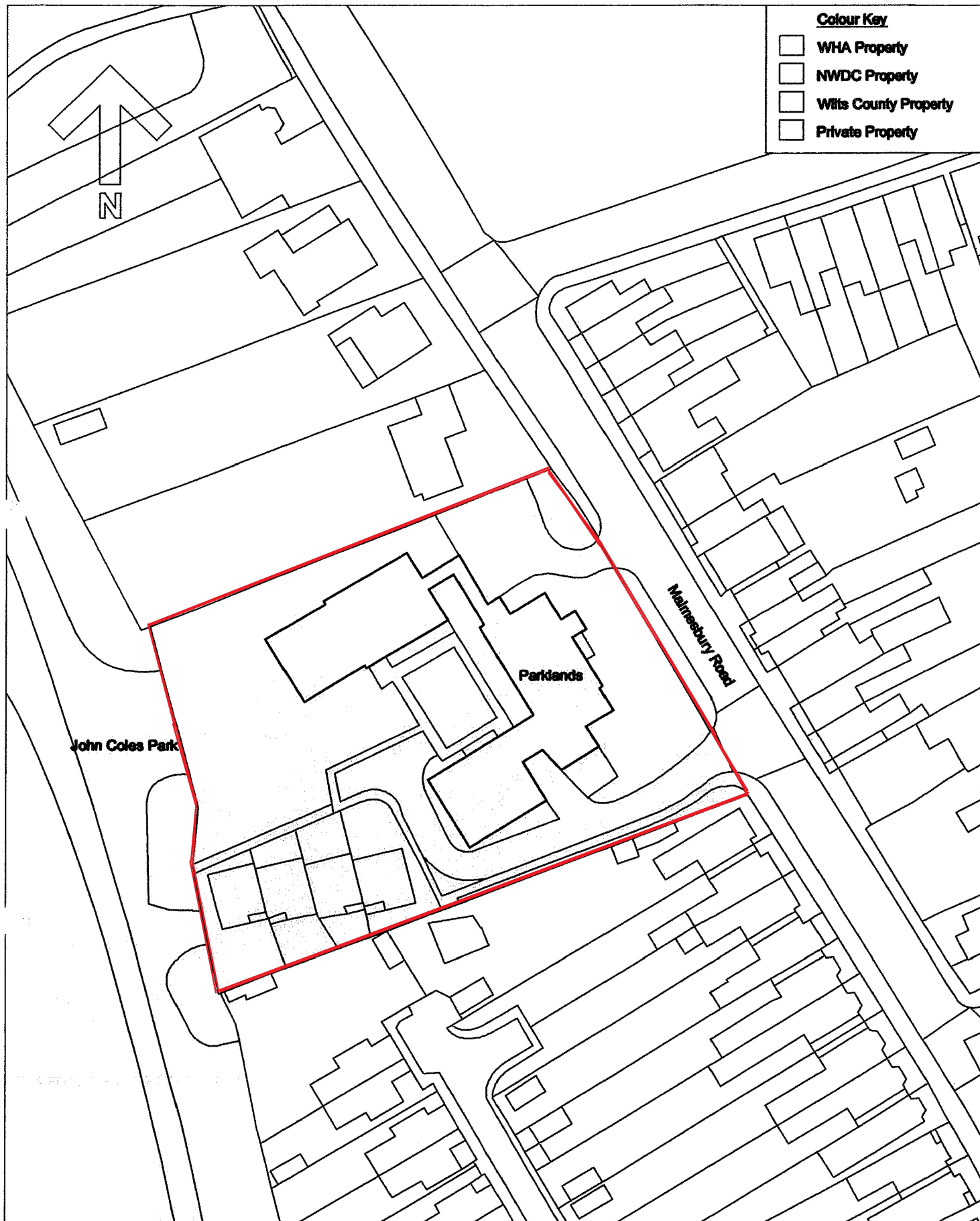
The personal data you provide on this form will only be used for the purpose of the Strategic Housing Land Assessment and related purposes, it may also be used for the prevention or detection of fraud or crime and in an anonymised form for statistical purposes. The data will be stored on computer and/or manual files.

In order to administrate this Wiltshire Council may share your personal data with

- Monitoring & Evidence, Economy & Enterprise, Department of Neighbourhood & Place, Wiltshire Council

You have a right to a copy of your information held by any organisation, with some exemptions. To gain access to your personal data held by Wiltshire Council or if you have any data protection concerns please contact Wiltshire Council's Corporate Information Team dataprotection@wiltshire.gov.uk.

Sharron Evans LLM
Principal Information Officer
01225 713643
County Hall



Project
Cat 2 - Options Appraisal
Parklands, Chippenham

Date
12.05.06

Status
Prelim

Scale
1:500

Drawn by
MG

Checked by
MG

Drawing Title
Existing Site Plan

Project No.
06-06

Drawing No.
SK1

Revision
/

Filename: **SI\ASSET MANAGEMENT\06 PROJECTS**

Design Services
 Melbourn Park
 Chippenham
 Wiltshire
 SN14 0GU
 Tel 01249 466465
 Fax 01249 466007
 P Bowley RIBA
 Asset Manager

WESTLEA
HOUSING ASSOCIATION

design
services

Comment

Agent	John Owen (836142)
Email Address	John.Owen@greensquaregroup.com
Company / Organisation	GreenSquare Group
Address	Barbury House Swindon SN5 7HB
Consultee	(647559)
Company / Organisation	GreenSquare Group Ltd
Address	c/o agent c/o agent c/o agent
Event Name	Chippenham Sites Reg 18
Comment by	GreenSquare Group Ltd ()
Comment ID	17
Response Date	02/05/14 10:16
Status	Processed
Submission Type	Email
Version	0.3
Files	836142 17 Hill Rise Greenway Ct, Chippenham, Site plan.pdf 836142 17 Hill Rise and Greenway Court, Chippenham, SHLAA Form.pdf

Comments

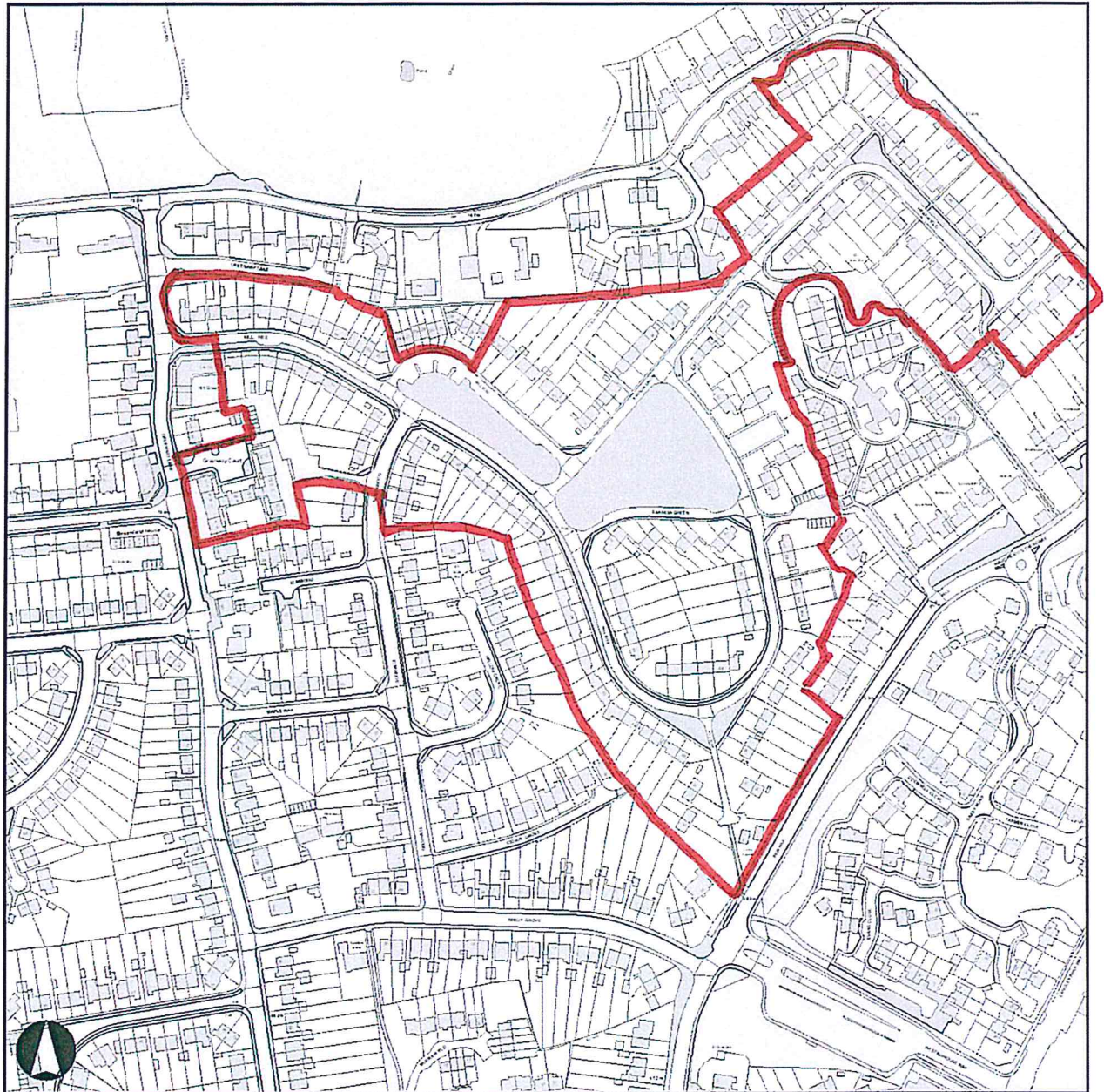
Comments

Please find attached site representations submitted on behalf of GreenSquare Group for consideration to be included in the Chippenham Site Allocations DPD.

SHLAA submission

SHLAA submission	Yes
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Map



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Wiltshire calls for sites submission form

Strategic Housing Land Availability Assessment

National policy requires local authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) for their housing market area. This builds on previous studies and is designed to provide a more realistic and justifiable indication of capacity. It will ensure that the new planning policies within the Local Development Framework (LDF) are based on reliable evidence and are, therefore, deliverable.

In order to create a comprehensive list of sites with the potential to deliver new land uses, information has been aggregated from the previous district councils. The sites included have been identified through the ongoing 'call for sites exercise' undertaken by the former and current authorities, and other relevant data sources. Information on any further sites is gratefully received.

It is intended to gather information on all potential land uses so that the evidence is in place to address any current or future needs. As such, the sites submitted will not only contribute to the SHLAA (if they relate to housing) but also build an evidence base for other land uses. The study will identify potential sites, the sites' potential capacity and any constraints that may exist. It will also identify the actions that may be needed to be taken to make sites available, suitable and viable for development.

If a site is identified as having potential it does not necessarily mean that planning permission will be granted, or that the land will be allocated for development. We will be assessing the constraints and deciding whether sites should be developed as part of work on the Local Development Framework. Similarly, if the assessment indicates that a site is undeliverable, that is not to say that the constraints identified could not be overcome, but rather that further work would be required to realise the potential of this site, and, as such, it is not currently considered to be developable.

Guidance on submitting information

Please use the following proforma to suggest sites that you think Wiltshire Council should consider for development over the next 20 years.

Please return this form, together with a map that clearly identifies the boundary of the site. All sites will be added to the database. The Strategic Housing Land Availability Assessment is undertaken annually and so any housing site will be included in the following published assessment. For other land uses, assessments will be produced as necessary. However, all sites will be considered in any future planning work once the site has been recorded. All site information should be submitted to:

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

In completing the form please:

- use a separate form for each site
- complete the form as comprehensively as possible
- submit sites that are likely to become available for development or redevelopment in the next 20 years
- submit sites that could accommodate more than five dwellings, and are 0.15 hectares or greater.

Do not submit sites that:

- already have planning permission for residential or employment development unless different proposals are identified
- are outside of Wiltshire Council's boundary
- are within the remit of the New Forest National Park for planning purposes
- have previously been submitted to the previous or current authorities.

Please note that the information submitted using this proforma will be made public as it will form part of the evidence base to the LDF and will inform where future development may be delivered in the future. The only elements that will remain confidential are the names

Site submission proforma

For a site to be considered the proforma must:

- include details of the person submitting the site, the landowner and the appropriate contact
- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	John Owen
Company	GreenSquare Group
Address	Barbury House, Swindon, SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com
What is your interest in the land?	Majority landowner
Landowner	
Name	As above
Address	
Telephone number	
e-mail address	

Contact	
Name	As above
Address	
Telephone number	
e-mail address	

Site details	
Site name	Hill Rise/Greenway Court Regeneration
Site address	Hill Rise, Chippenham
Site postcode	SN15
Is the site in multiple or single ownership?	Multiple ownership at present including Wiltshire Council
Current and previous use of the land	Currently the land is predominantly residential with small areas of open space owned by Wiltshire Council
Estimated site area (ha)	9.2
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	The proposed scheme is for the regeneration of an existing residential estate and the key constraints lie in the current owners and occupiers of the properties that are not owned by GreenSquare. All utilities are available although no investigations have yet been undertaken into the feasibility of increasing capacity or diverting existing services.
Is there direct access to the land from the primary road network?	Yes, the estate is accessed from the primary road network and the majority of the existing road layout will remain.
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	Not applicable

Is the land contaminated?	Not known although as current usage is residential or open space it is anticipated that there will be no contamination issues.
Are there any covenants on the land, which may prevent development?	Not known at this time
Does the site have ransom strips?	Not know at this time
Are there any factors that might make part/all of the site unavailable for development?	We have not yet consulted with the local population or entered into legal agreements with homeowners and their willingness to sell their properties will determine the extent of the redevelopment.
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	Not yet undertaken
Are there any other issues that the council should be aware of that are not identified above?	None known
Has work been undertaken to consider how these constraints may be overcome? If so please explain.	Not Yet
By identifying this site you are giving permission for an officer of the council to access the site to ascertain site suitability. Are there any access issues, if so please provide a contact number below.	
Phone number for access	Not necessary- access is freely available to the estate.

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	It is proposed that new higher quality homes will be provided
Employment (offices)	None planned
Employment (industrial)	None planned
Employment (warehousing)	None planned

Retail	None planned
Mixed uses	None planned
Other uses	None planned
If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	Not yet known, depending upon the extent of regeneration there's potential for around 250 new homes, which is around 50 more than currently on the site.
If the site is proposed for other uses, how much floor space and how many units are proposed?	Not applicable
Is there the potential to provide any community infrastructure as part of the site?	Public realm improvements are possible.
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	0
2013/14	0
2014/15	0
2015/16	0
2016/17	0
2017/18	0
2018/19	50
2019/20	50
2020/21	50
2021/22	50
2022/23	50
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	Depends on extent of regeneration

Further information

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

Data Protection Information

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Sharron Evans LLM

Principal Information Officer

01225 713643

County Hall

Comment

Agent	John Owen (836142)
Email Address	John.Owen@greensquaregroup.com
Company / Organisation	GreenSquare Group
Address	Barbury House Swindon SN5 7HB
Consultee	(647559)
Company / Organisation	GreenSquare Group Ltd
Address	c/o agent c/o agent c/o agent
Event Name	Chippenham Sites Reg 18
Comment by	GreenSquare Group Ltd ()
Comment ID	18
Response Date	02/05/14 10:16
Status	Processed
Submission Type	Email
Version	0.2
Files	836142 18 Redlands Patchway, Chippenham SHLAA Form.pdf 836142 18 Redlands Patchway, Chippenham Site Plan.pdf

Comments

Comments

Please find attached site representations submitted on behalf of GreenSquare Group for consideration to be included in the Chippenham Site Allocations DPD.

SHLAA submission

SHLAA submission	Yes
------------------	-----

Wiltshire calls for sites submission form

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- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	John Owen Development Manager
Company	GreenSquare Group
Address	Barbury House Stonehill Green Swindon SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com
What is your interest in the land?	Site owners
Landowner	
Name	Westlea Housing Association Ltd
Address	Methuen Park Chippenham SN14 0GU
Telephone number	01793 602798
e-mail address	John.Owen@greensquaregroup.com

Contact	
Name	John Owen Development Manager
Address	GreenSquare Group Barbury House Stonehill Green Swindon SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com

Site details	
Site name	Redland Patchway Chippenham
Site address	Redland Patchway Chippenham
Site postcode	SN14 0HZ
Is the site in multiple or single ownership?	Multiple (Westlea HA and Wiltshire Council)
Current and previous use of the land	Residential and commercial (parade of shops)
Estimated site area (ha)	1.2
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	Some existing services to reroute, site is flat. No significant physical constraints.
Is there direct access to the land from the primary road network?	Yes
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	n/a
Is the land contaminated?	To be investigated in due course

Are there any covenants on the land, which may prevent development?	Some existing rights of way over Westlea HA have been granted to existing homes close to the land we own but these will be maintained in the redesign of the land.
Does the site have ransom strips?	None that we are aware of
Are there any factors that might make part/all of the site unavailable for development?	Redevelopment will require the co-operation of Wiltshire Council Land and Property Team and Planning Officers.
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	Early designs being assembled, most of the land is already owned by Westlea HA therefore there is no significant land purchase cost/burden envisaged
Are there any other issues that the council should be aware of that are not identified above?	Wiltshire Council owns the Parade of shops known as Redland and Westlea HA owns the houses situated above the shops and behind the parade of shops. Westlea owns 28 lock up garages behind the shops and propose to redevelop this area
<div style="background-color: black; height: 40px; width: 100%;"></div> <p>Has work been undertaken to consider how these constraints may be overcome? If so please explain.</p>	
Phone number for access	No access permission required, land is fully accessible

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	New Build – 10 x 3b5p houses, 3 x 1b2p flats, additional householder car parking and visitor spaces
Employment (offices)	None
Employment (industrial)	None
Employment (warehousing)	None
Retail	100m2 additional retail space in addition to existing shops
Mixed uses	
Other uses	

If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	Part residential yes retention of some existing homes and provision of new homes
If the site is proposed for other uses, how much floor space and how many units are proposed?	The existing Redland shop parade would be extended adding approx 100m2 of retail trading space
Is there the potential to provide any community infrastructure as part of the site?	Landscaping will be enhanced around the existing and proposed buildings
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	
2013/14	
2014/15	
2015/16	
2016/17	
2017/18	
2018/19	
2019/20	
2020/21	
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	

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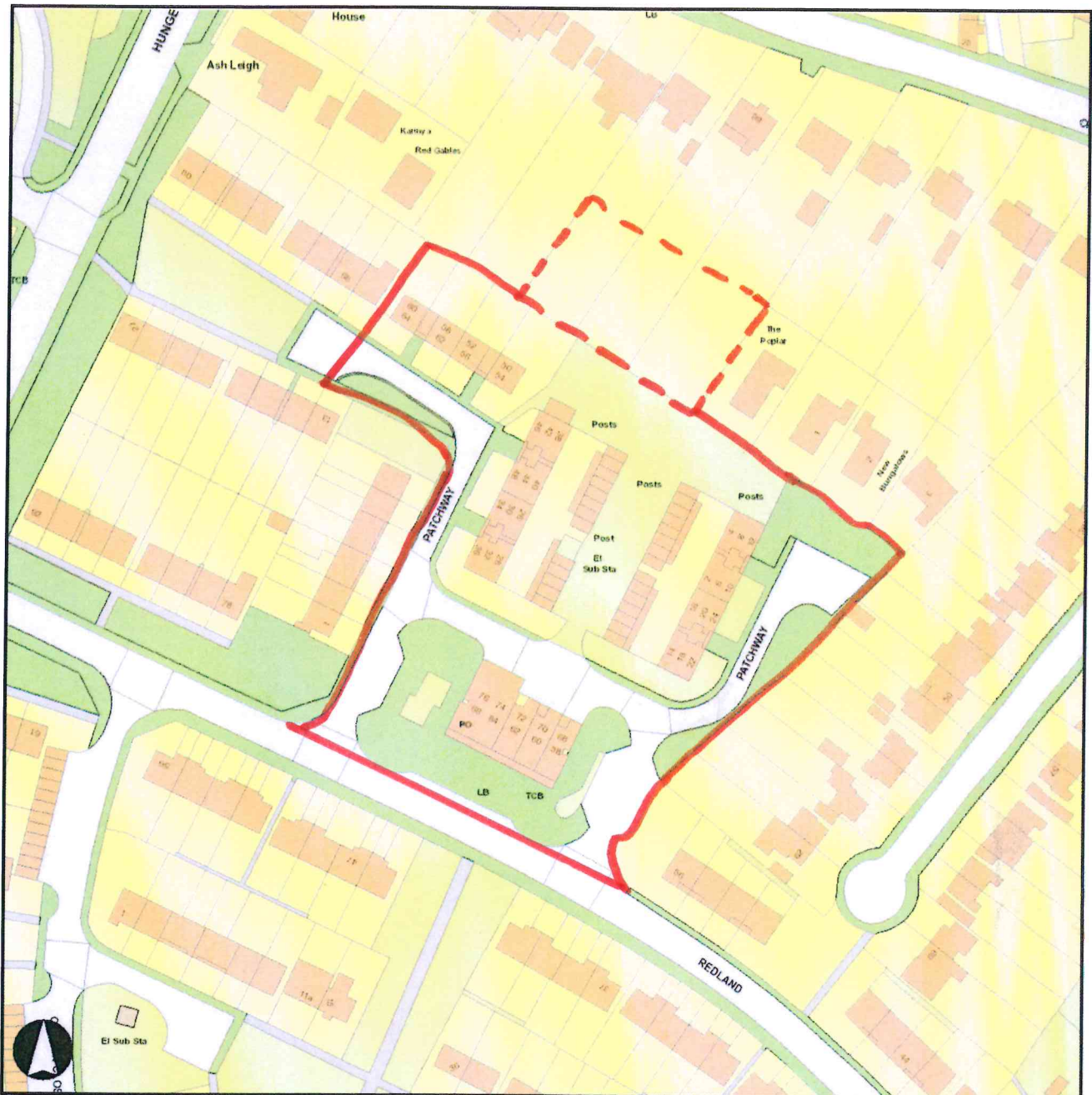
Sharron Evans LLM

Principal Information Officer

01225 713643

County Hall

Map



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Comment

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Email Address	John.Owen@greensquaregroup.com
Company / Organisation	GreenSquare Group
Address	Barbury House Swindon SN5 7HB
Consultee	(647559)
Company / Organisation	GreenSquare Group Ltd
Address	c/o agent c/o agent c/o agent
Event Name	Chippenham Sites Reg 18
Comment by	GreenSquare Group Ltd ()
Comment ID	19
Response Date	02/05/14 10:16
Status	Processed
Submission Type	Email
Version	0.2
Files	836142 19 Sheldon Road Chippenham Site Plan.pdf 836142 19 Sheldon Road Chippenham SHLAA Form.pdf

Comments

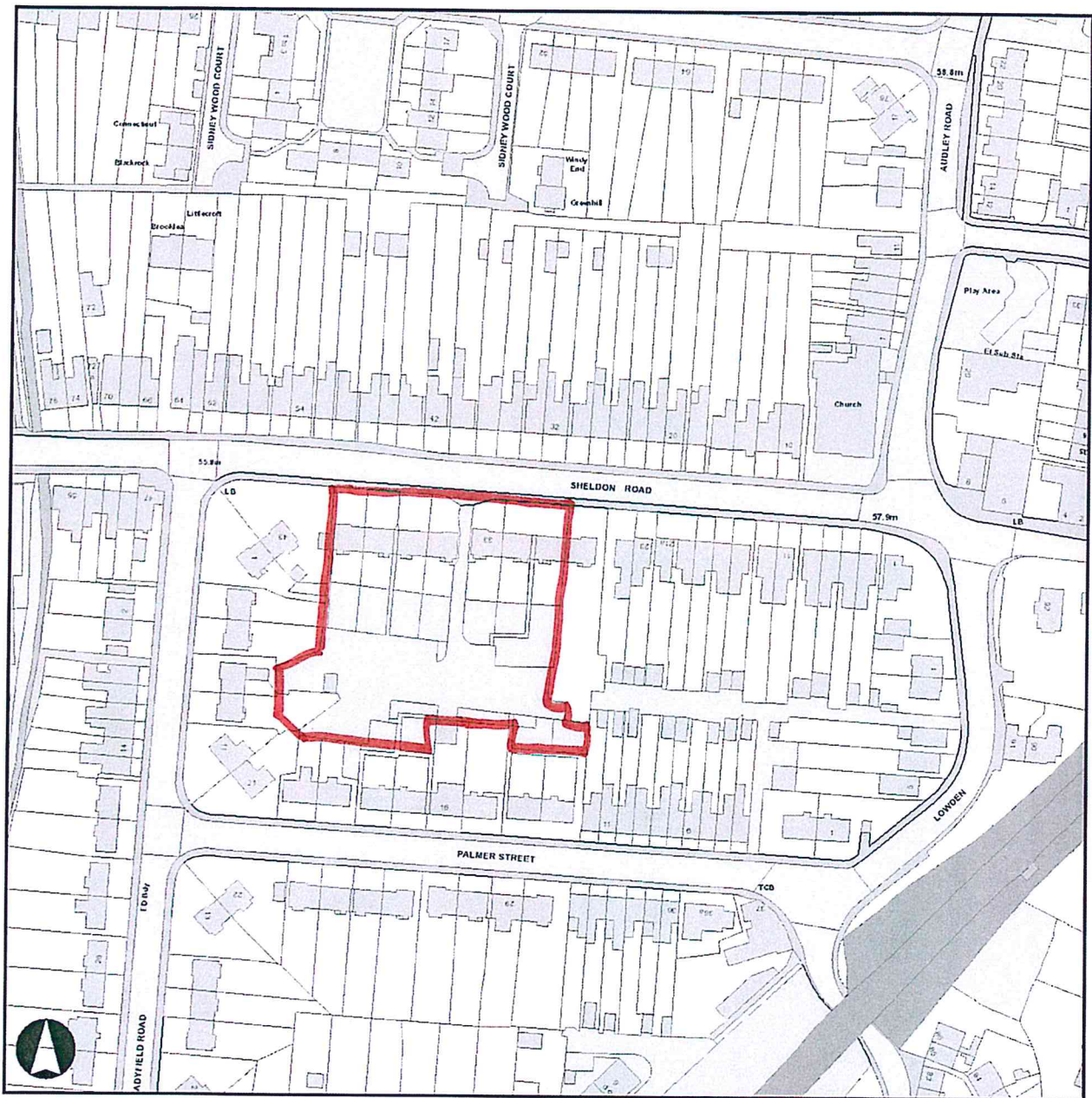
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Company	GreenSquare Group
Address	Barbury House, Swindon, SN5 7HB
Telephone number	01793 602798
e-mail address	John.owen@greensquaregroup.com
What is your interest in the land?	landowner
Landowner	
Name	As above
Address	
Telephone number	
e-mail address	

Contact	
Name	As above
Address	
Telephone number	
e-mail address	

Site details	
Site name	Sheldon Road
Site address	Sheldon road, Chippenham
Site postcode	SN14 0BP
Is the site in multiple or single ownership?	multiple
Current and previous use of the land	Residential housing currently in use.
Estimated site area (ha)	0.44
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	No
Is there direct access to the land from the primary road network?	Yes
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	N/A
Is the land contaminated?	Unlikely, but to be confirmed through detailed site investigation in due course.

Are there any covenants on the land, which may prevent development?	No
Does the site have ransom strips?	No
Are there any factors that might make part/all of the site unavailable for development?	GreenSquare owns most of the existing properties on the site but we have not yet entered into legal agreements with homeowners and their willingness to sell their properties will determine the extent of the redevelopment.
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	The site is potentially economically viable
Are there any other issues that the council should be aware of that are not identified above?	We have not yet consulted local people on proposals.
Has work been undertaken to consider how these constraints may be overcome? If so please explain.	We will undertake discussions with homeowners and tenants in due course.
By identifying this site you are giving permission for an officer of the council to access the site to ascertain site suitability. Are there any access issues, if so please provide a contact number below.	
Phone number for access	The site is open for access at all times as it is a residential area

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	we intend to demolish the 14 existing flats which are coming to the end of their life and build new houses in their place. There is potential for up to 20 new build homes depending on the extent of the redevelopment.
Employment (offices)	None planned
Employment (industrial)	None planned
Employment (warehousing)	None planned
Retail	None planned
Mixed uses	None planned
Other uses	None planned

If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	Up to 20 depending on extent of redevelopment
If the site is proposed for other uses, how much floor space and how many units are proposed?	N/A
Is there the potential to provide any community infrastructure as part of the site?	There may be potential but we have no firm plans at this stage
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	
2013/14	
2014/15	
2015/16	
2016/17	
2017/18	20
2018/19	
2019/20	
2020/21	
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	Depends on extent of regeneration

Further information

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Sharron Evans LLM

Principal Information Officer

01225 713643

County Hall

Comment

Agent	Mr Neil Holly (839924)
Email Address	Neil.Holly@bartonwillmore.co.uk
Company / Organisation	Barton Willmore
Address	101 Victoria Street Bristol BS1 6PU
Consultee	Unknown (397750)
Company / Organisation	Bloor Homes
Address	Unknown Unknown Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Bloor Homes (Unknown)
Comment ID	20
Response Date	01/05/14 10:30
Status	Processed
Submission Type	Email
Version	0.3
Files	839924 20 9616 A3 LT NH 140501 call for sites submission form.pdf

Comments

Comments

This letter provides representations on behalf of our clients, Bloor Homes, in relation to the scope of the Chippenham Site Allocations DPD. We also enclose a completed 'call for sites' submission form in respect of our clients' site at Hunters Moon, Chippenham.

The Scope of the Chippenham DPD as Defined in the Core Strategy

The current (April 2014) track changes version of the Core Strategy incorporating the most recent proposed modifications (Exam/34b) describes the Chippenham Site Allocations DPD's role as:

- . reviewing the settlement boundaries of Chippenham (CS paragraph 4.13);
- . identifying a pattern of development that can best realise the town's economic potential (CS paragraph 4.26c);
- . providing a more detailed framework for investment in the town's infrastructure (CS paragraph 4.26c) and assessing the viability and capacity to deliver infrastructure necessary to serve the needs created by new development and where possible contributing (cumulatively with other

- developments) to solving strategic infrastructure problems facing the Town (reasoned justification of Core Policy 10);
- identifying strategically important mixed use sites for the town's expansion (CS paragraph 5.47a);
- including specific development proposals arising from the Chippenham Central Area Masterplan (CS paragraph 5.53);
- identifying mixed use land opportunities necessary to deliver at least a further 2,625 dwellings (once existing completions and commitments have been taken into account) and 26.53ha of land for employment development on land adjoining the built up area (Core Policy 10 and reasoned justification of Core Policy 10);
- assessing how each of the 5 'strategic areas' for growth performs against the criteria in Core Policy 10.

As these paraphrased extracts illustrate, the scope of the Chippenham DPD is proposed to be determined by the Core Strategy and we intend to submit separate representations on behalf of our clients in relation to the proposed modifications to the Core Strategy. In this letter we briefly outline our general comments in relation to the scope of the Chippenham Site Allocations DPD, before commenting on its relevance to our clients' site at Hunters Moon.

Our Comments on the Scope of the DPD

First, we note that a new map identifying broad "strategic areas" for growth at Chippenham has been inserted into the reasoned justification of Core Strategy policy CP10. The addendum to the Core Strategy Sustainability Appraisal (SA) does not appear to provide a justification for the selection of these strategic areas. In light of the Inspector's comments in his tenth procedural letter about the SA, we believe that there must be evidence explaining why the proposed strategic areas are justified as the most appropriate strategy and this must be tested through public consultation and independent examination.

Second, the reasoned justification text to policy CP10 states that the Chippenham Site Allocations DPD will identify sites to accommodate at least a further 2,625 homes "once existing ... commitments have been taken into account". In our view, the planning status of larger sites, which are "existing commitments" but do not form historic allocations, should be regularised by their being allocated for residential development. Such sites are already being counted by the Council as part of their deliverable housing supply, and their allocation would further secure their delivery which could otherwise be threatened by changes in planning policy and may be subject to viability issues.

Paragraph 031 (Reference ID: 3-031-20140306) of the recently issued Government Planning Practice Guidance confirms that deliverable sites for housing include those allocated in plans and with planning permission, unless there is clear evidence they will not be implemented within 5 years. Unallocated sites without permission may be considered deliverable if there is robust, up to date evidence to support their deliverability and no significant constraints to be overcome. This illustrates that value of allocating sites to firm up their deliverability, and therefore their ability to be counted as part of the Council's housing supply. The allocation of sites is also supported by the NPPF which, at paragraph 157, states that Local Plans should: "allocate sites to promote development and flexible use of land, bringing forward new land where necessary...".

The allocation of existing commitments would also ensure that the updated Chippenham Site Allocations DPD proposals map accurately represents the location and scope of housing development within the Chippenham area during the plan period. This should facilitate the achievement of the modified Core Strategy wording's aspiration to consider the infrastructure needs generated by new development "cumulatively" (see paraphrased extract from the reasoned justification to Core Policy 10 above).

We recognise that the Chippenham Site Allocations DPD cannot sensibly allocate all windfall housing commitments around the town, and this should realistically be restricted to larger sites. The implications of this for our clients' site at Hunters Moon are discussed in the following section.

Our Clients' Site at Hunters Moon

Our clients' site is currently subject of a planning application (ref. N13/01747/FUL) for:

...the demolition of existing buildings and structures and mixed-use development, comprising up to 450 dwellings; up to 2.33 ha of employment (B1, B2 & B8) development; land for a primary school; public open space; landscaping; and all associated infrastructure works (with all matters reserved other than access); with a full planning application for the first phase of the development comprising

103 dwellings, open space and 10 no. B1 employment units, drainage works including attenuation pond, and associated infrastructure.

On 22nd January 2014 the Strategic Planning Committee resolved to grant planning permission pursuant to our clients' application, subject to negotiation of S106 contributions. Our clients' site is partly within the Chippenham settlement boundary, as defined by the adopted North Wiltshire Local Plan. The site had previously met with favourable comment from the Inspectors examining the 1996 North Wiltshire Local Plan and the 2005 North Wiltshire Local Plan and was also included as part of the South West Chippenham Area of Search in the Wiltshire Core Strategy Consultation document 2011, though was not taken forward as one of the (now deleted) proposed strategic sites.

While the Wiltshire Council Housing Land Supply Statement April 2014 lists Hunters Moon as a "large permitted site", planning permission has not yet been issued and the delivery of the site cannot therefore be said to be guaranteed. There remain outstanding issues to be resolved in relation to developers' contributions and we will shortly be writing to the Council separately in that regard.

This uncertainty illustrates the importance of the Chippenham Site Allocations DPD regularising the Hunters Moon site's planning status by:

- . redrawing the Chippenham settlement boundary so as to incorporate the Hunters Moon site within the town (in accordance with CS paragraph 4.13); and
- . identifying the Hunters Moon site as a formal housing site allocation under Core Policy 10.

These steps would assist in securing the site's delivery and ensure that the policies map accurately reflects the planning status of the site.

Summary

For the reasons outlined in this letter, the Chippenham Site Allocations DPD should be used as an opportunity to regularise the planning status of the Hunters Moon site by redrawing the settlement boundary to incorporate it. In addition, the delivery of the Hunters Moon site should be secured by its inclusion in the DPD as an allocation for residential development. Similar steps should be taken for other large commitments in the town which have not yet been commenced, ensuring that the DPD properly reflects the development likely to take place at Chippenham.

We look forward in anticipation of implementation of the above steps in the publication version of the Chippenham Site Allocations DPD. In the meantime, if you have any queries about the contents of this letter, you are welcome to contact me.

[Please see attached SHLAA form and location plan]

SHLAA submission

SHLAA submission

Yes

Spatial Planning
Economic Development and Planning
Wiltshire Council
County Hall
Trowbridge
BA14 0HD

Our Ref: 9616/A3/LMT/NH/jmm

1st May 2014

Dear Sirs

CHIPPENHAM SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT (DPD) AND CALL FOR SITES

This letter provides representations on behalf of our clients, Bloor Homes, in relation to the scope of the Chippenham Site Allocations DPD. We also enclose a completed 'call for sites' submission form in respect of our clients' site at Hunters Moon, Chippenham.

The Scope of the Chippenham DPD as Defined in the Core Strategy

The current (April 2014) track changes version of the Core Strategy incorporating the most recent proposed modifications (Exam/34b) describes the Chippenham Site Allocations DPD's role as:

- reviewing the settlement boundaries of Chippenham (CS paragraph 4.13);
- identifying a pattern of development that can best realise the town's economic potential (CS paragraph 4.26c);
- providing a more detailed framework for investment in the town's infrastructure (CS paragraph 4.26c) and assessing the viability and capacity to deliver infrastructure necessary to serve the needs created by new development and where possible contributing (cumulatively with other developments) to solving strategic infrastructure problems facing the Town (reasoned justification of Core Policy 10);
- identifying strategically important mixed use sites for the town's expansion (CS paragraph 5.47a);
- including specific development proposals arising from the Chippenham Central Area Masterplan (CS paragraph 5.53);
- identifying mixed use land opportunities necessary to deliver at least a further 2,625 dwellings (once existing completions and commitments have been taken into account) and 26.53ha of land for employment development on land adjoining the built up area (Core Policy 10 and reasoned justification of Core Policy 10);
- assessing how each of the 5 'strategic areas' for growth performs against the criteria in Core Policy 10.

As these paraphrased extracts illustrate, the scope of the Chippenham DPD is proposed to be determined by the Core Strategy and we intend to submit separate representations on behalf of our clients in relation to the proposed modifications to the Core Strategy. In this letter we briefly outline our general comments in relation to the scope of the Chippenham Site Allocations DPD, before commenting on its relevance to our clients' site at Hunters Moon.

Our Comments on the Scope of the DPD

First, we note that a new map identifying broad "*strategic areas*" for growth at Chippenham has been inserted into the reasoned justification of Core Strategy policy CP10. The addendum to the Core Strategy Sustainability Appraisal (SA) does not appear to provide a justification for the selection of these strategic areas. In light of the Inspector's comments in his tenth procedural letter about the SA, we believe that there must be evidence explaining why the proposed strategic areas are justified as the most appropriate strategy and this must be tested through public consultation and independent examination.

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We recognise that the Chippenham Site Allocations DPD cannot sensibly allocate all windfall housing commitments around the town, and this should realistically be restricted to larger sites. The implications of this for our clients' site at Hunters Moon are discussed in the following section.

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Summary

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We look forward in anticipation of implementation of the above steps in the publication version of the Chippenham Site Allocations DPD. In the meantime, if you have any queries about the contents of this letter, you are welcome to contact me.

Yours faithfully

Simon Prescott

SIMON PRESCOTT

Partner

simon.prescott@bartonwillmore.co.uk

encl.

Wiltshire calls for sites submission form

Strategic Housing Land Availability Assessment

National policy requires local authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) for their housing market area. This builds on previous studies and is designed to provide a more realistic and justifiable indication of capacity. It will ensure that the new planning policies within the Local Development Framework (LDF) are based on reliable evidence and are, therefore, deliverable.

In order to create a comprehensive list of sites with the potential to deliver new land uses, information has been aggregated from the previous district councils. The sites included have been identified through the ongoing 'call for sites exercise' undertaken by the former and current authorities, and other relevant data sources. Information on any further sites is gratefully received.

It is intended to gather information on all potential land uses so that the evidence is in place to address any current or future needs. As such, the sites submitted will not only contribute to the SHLAA (if they relate to housing) but also build an evidence base for other land uses. The study will identify potential sites, the sites' potential capacity and any constraints that may exist. It will also identify the actions that may be needed to be taken to make sites available, suitable and viable for development.

If a site is identified as having potential it does not necessarily mean that planning permission will be granted, or that the land will be allocated for development. We will be assessing the constraints and deciding whether sites should be developed as part of work on the Local Development Framework. Similarly, if the assessment indicates that a site is undeliverable, that is not to say that the constraints identified could not be overcome, but rather that further work would be required to realise the potential of this site, and, as such, it is not currently considered to be developable.

Guidance on submitting information

Please use the following proforma to suggest sites that you think Wiltshire Council should consider for development over the next 20 years.

Please return this form, together with a map that clearly identifies the boundary of the site. All sites will be added to the database. The Strategic Housing Land Availability Assessment is undertaken annually and so any housing site will be included in the following published assessment. For other land uses, assessments will be produced as necessary. However, all sites will be considered in any future planning work once the site has been recorded. All site information should be submitted to:

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

In completing the form please:

- use a separate form for each site
- complete the form as comprehensively as possible
- submit sites that are likely to become available for development or redevelopment in the next 20 years
- submit sites that could accommodate more than five dwellings, and are 0.15 hectares or greater.

Do not submit sites that:

- already have planning permission for residential or employment development unless different proposals are identified
- are outside of Wiltshire Council's boundary
- are within the remit of the New Forest National Park for planning purposes
- have previously been submitted to the previous or current authorities.

Please note that the information submitted using this proforma will be made public as it will form part of the evidence base to the LDF and will inform where future development may be delivered in the future. The only elements that will remain confidential are the names

Site submission proforma

For a site to be considered the proforma must:

- include details of the person submitting the site, the landowner and the appropriate contact
- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	Bloor Homes
Company	C/O Barton Willmore
Address	101 Victoria Street, Bristol, BS1 6PU
Telephone number	0117 929 9677
e-mail address	Lawrence.turner@bartonwillmore.co.uk
What is your interest in the land?	Option
Landowner	
Name	Corsham Estate
Address	The Coach House, Pickwick Road, Corsham
Telephone number	
e-mail address	

Contact	
Name	Lawrence Turner
Address	Barton Willmore, 101 Victoria Street, Bristol, BS1 6PU
Telephone number	0117 929 9677
e-mail address	Lawrence.turner@bartonwillmore.co.uk

Site details	
Site name	Land at Hunters Moon
Site address	Hunters Moon, Easton Lane, Chippenham
Site postcode	SN14 0RW
Is the site in multiple or single ownership?	Single
Current and previous use of the land	Agriculture
Estimated site area (ha)	30ha
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	N/A
Is there direct access to the land from the primary road network?	Yes - access from Easton Lane
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	N/A
Is the land contaminated?	No

Are there any covenants on the land, which may prevent development?	No
Does the site have ransom strips?	No
Are there any factors that might make part/all of the site unavailable for development?	No
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	Considered viable subject to scale of developers' contributions required.
Are there any other issues that the council should be aware of that are not identified above?	No
Has work been undertaken to consider how these constraints may be overcome? If so please explain.	N/A
By identifying this site you are giving permission for an officer of the council to access the site to ascertain site suitability. Are there any access issues, if so please provide a contact number below.	
Phone number for access	Contact agent.

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	450 dwellings.
Employment (offices)	2.33ha B1, B2 & B8.
Employment (industrial)	
Employment (warehousing)	
Retail	
Mixed uses	
Other uses	Land for a primary school.

If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	450 dwellings.
If the site is proposed for other uses, how much floor space and how many units are proposed?	
Is there the potential to provide any community infrastructure as part of the site?	Land for a primary school.
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	
2013/14	
2014/15	
2015/16	104 + 10 employment units
2016/17	80
2017/18	80
2018/19	80
2019/20	80
2020/21	26
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	

Further information

Monitoring & Evidence, Economy & Enterprise, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JD, or email: spatialplanningpolicy@wiltshire.gov.uk

Data Protection Information

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In order to administrate this Wiltshire Council may share your personal data with

- Monitoring & Evidence, Economy & Enterprise, Department of Neighbourhood & Place, Wiltshire Council

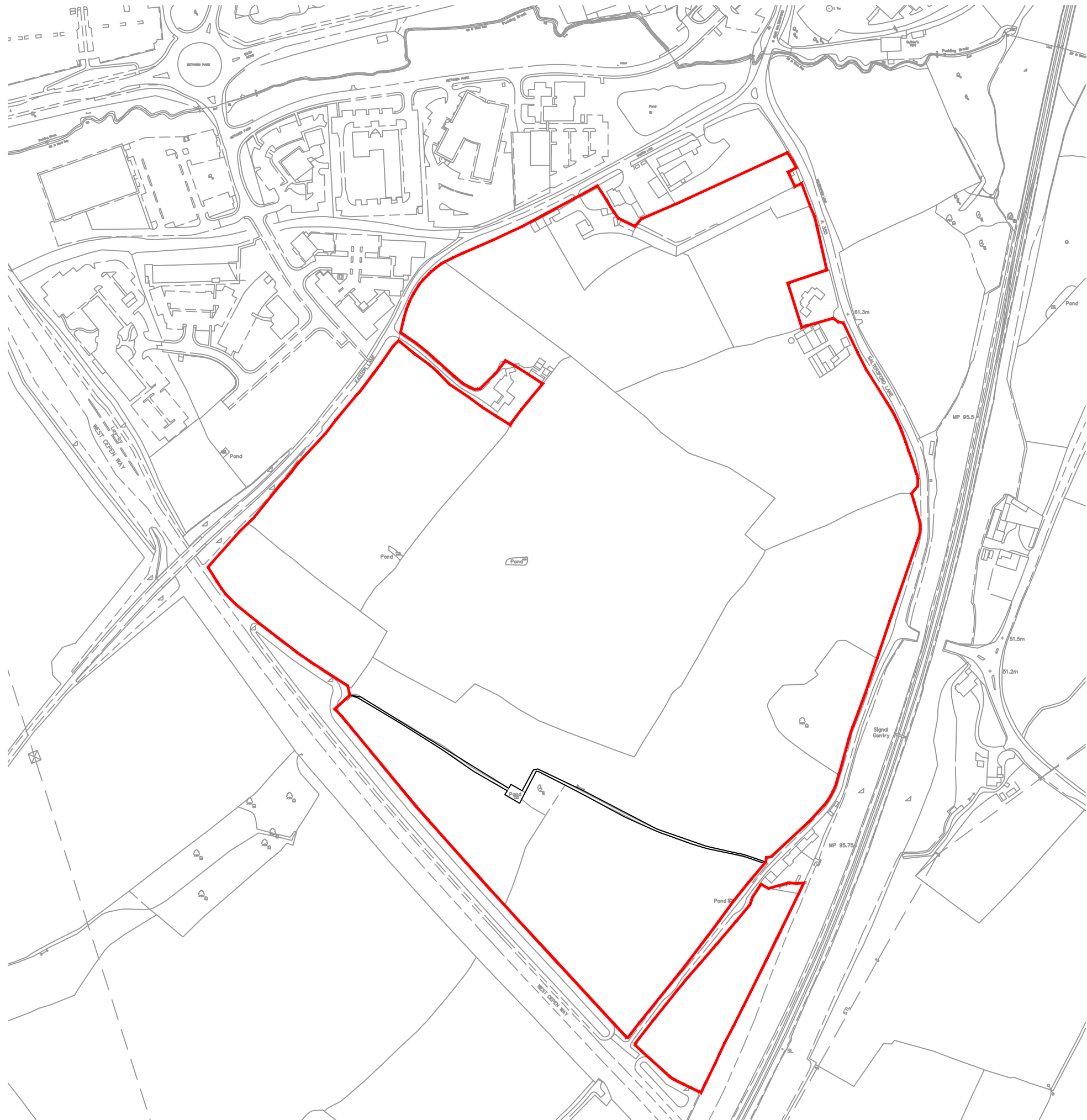
You have a right to a copy of your information held by any organisation, with some exemptions. To gain access to your personal data held by Wiltshire Council or if you have any data protection concerns please contact Wiltshire Council's Corporate Information Team dataprotection@wiltshire.gov.uk.

Sharron Evans LLM

Principal Information Officer

01225 713643

County Hall



Project
Hunters Moon

Drawing Title
Red Line Plan

Date 14.08.12	Scale NTS	Drawn by PT	Check by KP
Project No 16563	Drawing No 9000	Revision A	

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Environmental & Sustainability Assessment • Graphic Design

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Comment

Consultee	Miss Clara Goss (839929)
Email Address	claragoss17@hotmail.co.uk
Address	Unknown Unknown Unknown
Event Name	Chippenham Sites Reg 18
Comment by	Miss Clara Goss
Comment ID	21
Response Date	05/05/14 10:40
Status	Processed
Submission Type	Email
Version	0.3
Files	839929 21 Call for Sites Site Plan-R L and A Hawker-Hullavington.pdf 839929 21 Call for Sites- R L and A Hawker-Hullavington.pdf

Comments

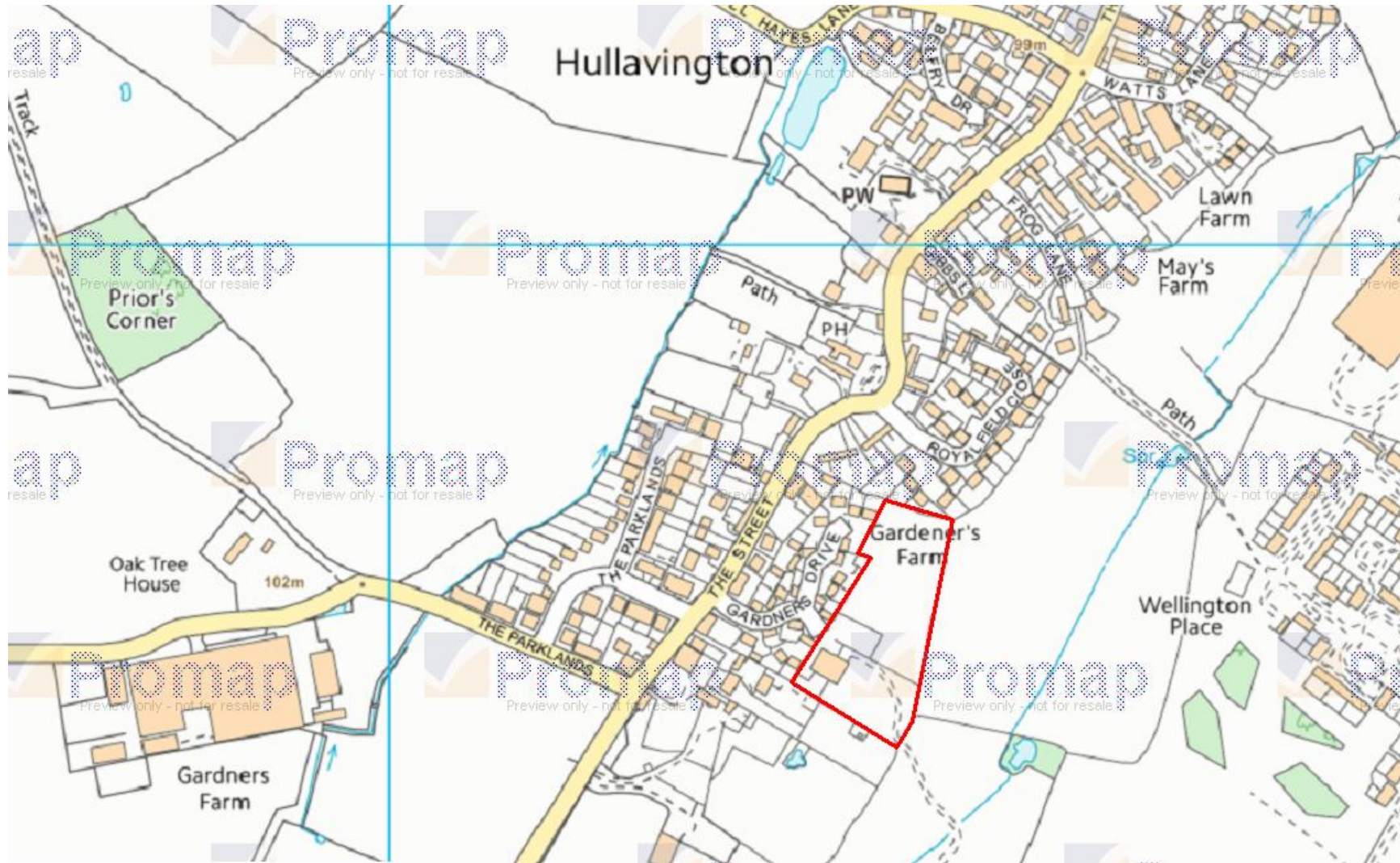
Comments

I note on the Chippenham DPD webpage, there is a 'Call for Sites'. Please find attached a site i wish to be considered for residential development.

SHLAA submission

SHLAA submission	Yes
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'Call for Sites' May 2014.
Land at Gardener's Farm, Hullavington.



Wiltshire calls for sites submission form

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It is intended to gather information on all potential land uses so that the evidence is in place to address any current or future needs. As such, the sites submitted will not only contribute to the SHLAA (if they relate to housing) but also build an evidence base for other land uses. The study will identify potential sites, the sites' potential capacity and any constraints that may exist. It will also identify the actions that may be needed to be taken to make sites available, suitable and viable for development.

If a site is identified as having potential it does not necessarily mean that planning permission will be granted, or that the land will be allocated for development. We will be assessing the constraints and deciding whether sites should be developed as part of work on the Local Development Framework. Similarly, if the assessment indicates that a site is undeliverable, that is not to say that the constraints identified could not be overcome, but rather that further work would be required to realise the potential of this site, and, as such, it is not currently considered to be developable.

Guidance on submitting information

Please use the following proforma to suggest sites that you think Wiltshire Council should consider for development over the next 20 years.

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In completing the form please:

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- complete the form as comprehensively as possible
- submit sites that are likely to become available for development or redevelopment in the next 20 years
- submit sites that could accommodate more than five dwellings, and are 0.15 hectares or greater.

Do not submit sites that:

- already have planning permission for residential or employment development unless different proposals are identified
- are outside of Wiltshire Council's boundary
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For a site to be considered the proforma must:

- include details of the person submitting the site, the landowner and the appropriate contact
- be accompanied by a map clearly detailing the boundaries of the site
- be legible

Details	
Person/s submitting the site for consideration	
Name	Miss C. Goss
Company	-
Address	-
Telephone number	07746026076
e-mail address	Claragoss17@hotmail.co.uk
What is your interest in the land?	<div><div>a. Related to the Land Owner's</div><div>b. Successfully seeing residential development delivered on the site.</div></div>
Landowner	
Name	Mr Robert Hawker and Mr Ashton Hawker
Address	Oaktree House, Gardners Farm, Hullavington, SN14 6UQ
Telephone number	01666 837114
e-mail address	-

Contact	
Name	Robert/Ashton Hawker
Address	Oaktree House, Gardners Farm, Hullavington, SN14 6UQ
Telephone number	01666 837114
e-mail address	-

Site details	
Site name	
Site address	Land directly behind Gardners Drive, Gardners Drive, Hullavington
Site postcode	SN14 6EL
Is the site in multiple or single ownership?	Multiple Ownership – however one trading company 'Gardners Farm' R L and A Hawker
Current and previous use of the land	Agricultural
Estimated site area (ha)	1.5ha
A clear map of the site should be enclosed with this proforma in order for the site to be accepted	

Potential constraints to development	
By identifying such constraints they may be able to be addressed and development realised sooner than otherwise.	
Are there any physical constraints (such as topology, pylons, marshland, or access to utilities) that would limit development?	This site has no physical constraints that would limit development.
Is there direct access to the land from the primary road network?	There is direct access into the site off of Gardeners Drive.
If not, has the cost of access been considered and if so is the site still considered to be economically viable?	Not required.
Is the land contaminated?	No.

Are there any covenants on the land, which may prevent development?	No.
Does the site have ransom strips?	No.
Are there any factors that might make part/all of the site unavailable for development?	No.
Has the economic viability of the land been assessed by a developer? If so, what was the outcome?	No.
Are there any other issues that the council should be aware of that are not identified above?	No.
Has work been undertaken to consider how these constraints may be overcome? If so please explain.	
By identifying this site you are giving permission for an officer of the council to access the site to ascertain site suitability. Are there any access issues, if so please provide a contact number below.	
Phone number for access	01666 837114

Ambitions for the site

Please detail the proposed uses for the site and the scale of this development. Provide as much detail as possible. If a mix of uses are proposed please detail each use and the relative scales.

Residential (housing)	This site represents an excellent sustainable opportunity for residential development in Hullavington, and would contribute positively to Wiltshire's Housing numbers. This site is available for residential development.
Employment (offices)	
Employment (industrial)	
Employment (warehousing)	
Retail	
Mixed uses	
Other uses	



If the site is proposed for residential uses, how many dwellings are considered to be appropriate?	Approx 45.
If the site is proposed for other uses, how much floor space and how many units are proposed?	
Is there the potential to provide any community infrastructure as part of the site?	Unknown.
How many dwellings or buildings for other uses are anticipated to be developed on an annual basis (from 1 April to 31 March) subject to approval by the council?	
2012/13	
2013/14	
2014/15	
2015/16	
2016/17	Approx.45
2017/18	
2018/19	
2019/20	
2020/21	
2021/22	
2022/23	
2023/24	
2024/25	
2025/26	
Please provide any comments on the proposed delivery timetable.	Once a developer has been instructed further details regarding time scales will be available.

Further information

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Sharron Evans LLM
Principal Information Officer
01225 713643
County Hall

This document was published by the Spatial Planning team, Economic Development and Planning, Wiltshire Council.

For further information please visit the following website:

[www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/
chippenhamsiteallocationsplan.htm](http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/chippenhamsiteallocationsplan.htm)