

AGENDA SUPPLEMENT (2)

Meeting: Council
Place: Council Chamber - County Hall, Trowbridge BA14 8JN
Date: Tuesday 14 July 2015
Time: 10.30 am

The Agenda for the above meeting was published on 6 July 2015. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Kieran Elliott of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718504 or email kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225)713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

6 Public Participation (Pages 3 - 40)

Details of public questions and statements, with responses, are attached.

16 Councillors' Questions (Pages 41 - 56)

An updated version of questions and responses from councillors is attached.

DATE OF PUBLICATION: 13 July 2015

Statement to Wiltshire Council on the Chippenham DPD

From Ian James

14th July 2015

Background

Bremhill parish is a settlement to the east of Chippenham, of 394 houses and 970 residents. It is a large rural parish that once boasted 40 dairy farms. There are now just 3 supplying milk to Cadburys and Waitrose. With over 600 milkers and 400 others on the farms they take some feeding. Much of the local economy is agricultural based supporting the three dairy herds and other smaller farms.

The Council proposes to concrete over 300 acres of green belt farmland to build up to 2,600 houses in partnership with Chippenham 2020 (although only 850 are proposed in the C1 development, C2 will follow)

Farmers have to buy and rent land outside the parish to feed their cattle, Can this be right?

Tourism is also key to the local economy, walkers, and cyclists holiday happily in the parish visiting the local sights including Maud Heath's Causeway the oldest footpath in the world. The landscape of the Avon and Marden valley is unique.

The River Marden is one of the best coarse fishing rivers in the south of England.

The Council states its proposal to you today is sound. The consultation period has proved that parts of the Chippenham DPD are factually wrong, inaccurate, and misleading. I would ask that you reject the proposal from

the Chair, and propose the Council looks to other areas available that will have less impact, and provide better value for money to the taxpayer.

This is a statement on behalf of Bremhill Parish Council. The parish council is in the process of completing a Neighbourhood Plan, and a survey undertaken in the parish to evaluate many aspects of life found that 88% of those interviewed wanted to maintain green space between the villages and the towns of Calne and Chippenham. Of the 394 properties in the parish 187 responded to the questionnaire, giving a return of 47%.

The parish council therefore has a mandate under the Localism Act to protect this green space for the wildlife and recreation for those living in Chippenham, Calne and importantly visitors to our county.

The proposed Chippenham DPD for land to the east of Chippenham has been put forward with three aims to provide a country park alongside the River Avon, to provide 850 homes, and to provide a river crossing over the river Avon.

On the first point, the land to the east of Chippenham of which 50% is part of Bremhill parish already has public footpaths across the River Marden and Avon valleys. It has a dedicated cycle route, the North Wiltshire Rivers cycle route, which provides visitors and local people with an opportunity to come into the countryside. The route is suitable for mobility scooters, giving disabled and the elderly a safe passage to enjoy fresh air and views towards Cherill, Maud Heath's monument at the top of Wick Hill, and

views to Lyneham Banks. There is no need to create a Park, as it already exists. That experience will be lost to the public. Where else in the county can disabled, and young venture safely on a cycle route into the countryside. If the Council has its way those visitors will pass through 40 acres of employment land, and have to cross a major link road carrying HGV's, and other vehicles, air and light pollution will suffer.

The leader of the Council quite rightly suggested that rather than be negative regarding the Chippenham DPD, alternative sites should be suggested. Other sites have been suggested, but the council has incorrectly assessed those other sites, and shown site C as the favoured site. It appears to have ignored site D almost in its entirety. BUT it is close to Abbeyfield school, it is adjacent to Pewsham way, and has little impact on the countryside.

At the Cabinet meeting on 9th July it was pointed out that the traffic survey had double counted traffic in favour of site C. This makes this evidence UNSOUND. You are asked to judge the facts on the evidence supplied today, not in 2 months time as has been suggested by cabinet. In any judicial presentation if one side fails to present the correct evidence the case is dismissed. I suggest you consider the same.

There is no denying that housing needs to be built, but to build on two farms and lose a total of 300 acres of farmland alongside the river Marden and Avon is a high risk strategy. Flooding of Chippenham Town and those farms upstream is a serious risk, when there are other sites, which score more

favourably. Why has the council selected the highest flood risk site? You may well want ask the cabinet?

The land is clay and does not drain, the water table is high most of the year, and the site is adjacent to a flood plain. The Council is intent on developing here, but it will require two bridges to be built, one over the Great Western railway line just east of Chippenham, and the second over the river Avon, at the confluence of the river Marden. These would connect with a north eastern link road. The bridge would be 49 metres above sea level, and span 500 metres of flood plain.

Where is the money coming from to build this infrastructure?

This site is adjacent to a SSSI. This will be a huge concrete blot on the landscape, and will destroy this landscape forever.

Why do we want a NE link road? Chippenham does not need a NE link road. A southern link road will link the newly dualled A350 with the A4 across one bridge, and on a shorter route. This road will connect the east with the business community to the west of Chippenham and in Corsham and relieve traffic in the town. This provides better value for money. The only reason the Council is pushing for the NE link road is to remove the 6,000 cars that will be resident as part of the final development. Even the developer's traffic consultants admitted that most of the car journeys will be residents. Please do not be taken in by the Planning Departments desire to build a NE link road, this

will be for the developers benefit not Chippenham Town. A southern link road is the best value for money, and is shorter, and it has one bridge crossing, and achieves exactly the same benefits promoted by Chippenham 2020.

One clear statement made by Chippenham 2020 from their website “If there is no North East Link road there will be no development in Chippenham Town”

I’ll just repeat that “If there is no North East Link Road there will be no development in Chippenham Town” You may interpret that statement as you wish.

Housing can be accommodated on sites D, A, & E. There would be no need to concrete over the valuable landscape of the river valleys.

Residents in Monkton Park Chippenham and surrounding parishes have suffered from flooding in recent years. 2012, 2013, and 2014. In Bremhill parish a farmer lost 80,000 chickens at Foxham when the Avon flooded on 24th December 2013.

Shops in Chippenham were flooded. Roads were closed and many had difficulty getting to and from work for 2 – 3 days.

In 1474 Maud Heath left a bequest to the people of Bremhill, this was to be used to provide a foot crossing to cross the River Avon to allow the farmers to get their goods to market. The path, and crossing are still there today, and is the oldest private footpath in the world. It is still used today for people to get to Chippenham if the Avon floods, those on cycle, motor bike or horseback can take advantage as cars are left stranded in the water. This crossing is about 1km upstream from the proposed development. 600 years ago Maud Heath

recognized the threat of the River Avon, why has the Council not recognized the same the same threat.

The proposed development is on flood zone 1 but adjacent to flood zones 2 & 3.

The Council promised a Flood Risk Assessment 2 at the start of the DPD process, but this was soon downgraded to an FRA 1, this does not require a sequential test. Had an FRA 2 been undertaken it would have directed development to another safer site.

It is clear that the Council wants to develop at C1, and it will adjust the criteria to ensure that C1 is put forward to the Inspector in September.

What is the evidence? The traffic survey has been completed with a favourable emphasis for site C, when Site D clearly scores better

Site C scores the worst for flood risk, the Council reduced the criteria to allow site C to go forward, rather than another safer site be selected.

Site C has been selected even though two experience flood Council officers have expressed reservations on the building to the east. The parish council has written emails from both officers. (Submitted today for evidence for the EIP in September)

And what is all the more concerning the Council has an agreed memorandum of understanding with Chippenham 2020 that the Council will accept the Chippenham 2020

flood report submitted by Waterman in 2012. Why has the Spatial Planning Department agreed to this arrangement?

Council officers should propose that an independent report is conducted if the proposal to delay the submission of the DPD for Chippenham.

There were changes put into the Wiltshire Core Strategy Schedule proposed modifications August 2013 on FRA.

At the cabinet meeting on 9th July the Spatial planning team stated no changes were made to the core strategy to down grade the FRA.

Changes were made:

Changes made at SCG 21

Changes made at SCG 22

Appendix A HS121 where clearly it shows that the sequential test is deleted.

Why? As stated a sequential test would have required the Council to move the site to a less risky site, which would have been any of the other four nominated sites.

This clearly makes the choice of this site UNSOUND.

Although the Environment Agency has agreed for the plan to go forward, there is a caveat that a suitable engineering solution be found to prevent run off into the Rivers Avon & Marden.

Should this solution have been modeled prior to going forward to the Inspector in September?

In view of the geological make up of the ground there is a strong possibility this engineering solution will not hold back all the run off water from entering the rivers Avon and Marden.

We heard at the cabinet meeting that the land at Hardens Farm has been subject to recent land drains. So allowing water from the SuDs to flow down to the flood plain will mean that this water will be quickly drained into River Avon. The removal of the drains will mean the land becoming a marsh and not suitable for a riverside park. The Council is unaware of this additional drainage, which will make the implementation of an effective drainage solution even more challenging.

An EA representative on the Flood Working Group expressed reservations on the number of houses being built. (See statement from Willaim Bailey, member of the Flood Working Group)

We have been told that SuDS (Sustainable Urban Drainage Units) will be used.

Research shows that SuDS will fail 50% of the time in winter months, and 20% of the time in Summer months.

This will put Chippenham Town and the surrounding countryside at risk.

The developer will build to within 75 metres of the river Marden, one of the best coarse fishing rivers in southern England. Calne fishing club have fished this stretch of the

river for 40 years, they state that if development goes ahead it will be a disaster for the fishing and the wild life.

Any proposed development will add light and noise pollution into the valley, and in time water pollution as fuel, oil, and plastic will enter the rivers. The river Marden water is classed as pristine, and brown trout, Babel and other fish can be found here.

There are flaws in the Council's plan and this is fully explained in the CAUSE 2015 document which can be accessed on the CAUSE 2015.org website.

The Scott Wilson Flood report identified the land to east of Chippenham as being Oxford and Kellaways Clay and that several years of hydrological testing should be completed before development takes place. The Council will rely on a Flood report undertaken by the developer! We consider that Scott Wilson or another independent Flood engineering company should carry out an independent assessment. And that the Council should engage Scott Wilson to undertake an independent FRA of areas B & C. The cumulative run off from both sites alongside the River Avon could have a serious impact on Chippenham Town, and those downstream

Sir John Pitt (who reviewed the recent flooding in the South West) expressed a concern for the river Avon in the Chippenham area, "The river runs very deep, and is fast flowing, it rises very quickly."

It was admitted at the March Council meeting that the Spatial Planning Team had not read the National Planning Framework Policy Document (Technical) on Climate Change. *This is a major failing when considering building eventually 2,600 houses alongside the River Avon & Marden. It is possible the developer will need these numbers to pay for the bridges and infrastructure. The NPPF document states that river levels will rise by 10% and the flow will increase by 20% over the next 20 years. This will threaten Chippenham and the surrounding countryside before any development is built. How can the Spatial Planning Team miss this evidence, or may be it was convenient not to take note of it.*

Common sense says, do not build to the east of Chippenham, the evidence says do not build to the east of Chippenham, you as Councillors can say no to building to the east of Chippenham, this is your opportunity today to act on behalf of Localism, and preserve the countryside for future generations.

The evidence to build to the East of Chippenham is **unsound**, the Council will tell you otherwise, but if you have read the CAUSE2015 document you will see how badly flawed the Chippenham DPD proposal is.

There are other areas where housing can be sited, without losing valuable landscapes, and recreation for local people.

Development at Site C will threaten Chippenham Town, and the surrounding countryside with flooding, and pollution.

Development at site C will destroy a valuable wildlife habitat at the River Marden.

Development at site will destroy the landscape and two productive farms.

There are serious errors in the Chippenham DPD, the cabinet has admitted that there needs to be a further meeting with the Transport officer, and the Environment Agency in September. **This will be too late for Bremhill parish, and future generations. Do not be swayed to pass the Council's proposal.**

It is better to get the plan right than submit a weak and risky plan to the Inspector to have it rejected. It was rejected last time, because the traffic survey was challenged. We have found the errors before the QCs this time. Please reject this Plan as unsound as it has been shown here and in supporting documentation from CAUSE 2015.

It is clear that the developer Chippenham 2020 is in the driving seat, and has cornered the Council. It is in your power to say NO to the developer, take him off the road and allow the Council to look at a safer, and a less damaging site.

This is your opportunity to exercise democracy in Wiltshire, and support David over Goliath.

Proposal: Delay submission to the Inspector, and request the Spatial Planning Team to find an alternative site to accommodate additional housing.

This page is intentionally left blank

Public Participation

Questions from Mr Richard Hames to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

These questions have been updated following the responses to questions previously asked of the Cabinet at their 09.07.15 meeting

1. Question 1 was withdrawn by Mr Hames after submission following the meeting of Cabinet on 9 July.
2. Do all Cabinet members agree that there is not a single objection to the soundness of the plan in the CAUSE2015 responses, or in the other 568, which justifies consideration of the draft Plan at Cabinet?
3. The CAUSE 2015 response to the Site Allocation draft set out reasons why the application of each of the six criteria for site selection was unsound. Why is there no detailed contrary evidence in the Cabinet papers? How can the consultation process be justified if it does not produce a genuine examination of the evidence for and against?
4. It is our /my recollection that the Cabinet member for Spatial Planning has on more than one occasion said that the consultation process requires those who would object to the proposed Strategic Sites to point to alternatives. Will he confirm that? If correct, why has so little attention being given to the argument that the choice of sites B and C is unsound?
5. Given that the Barrow Farm site is located within Area A, and that an interest in developing on that site has been declared for at least five years, why has so little attention being given to the potential for that site to provide a significant housing contribution - particularly since the site scores well on the flooding criterion and does not require any additional major building? Is the omission of this site simply a matter of political preference?
6. Why has the council not put forward any of its land in area D? Is this because the council wishes to hold that land back until the next round in 2025?
7. In document 6 para 44 the council rely on SUDs to prevent flooding. Could the Cabinet please comment on the following on the website of ACO:

"ACO has unrivalled experience in designing, creating and advising on fully-integrated and sustainable surface water management systems. Whatever your requirements, we can help you deliver an effective SuDS solution and support you with best practice, relevant information and dedicated resources on an ongoing basis.

Though conceptually desirable, practical provision of interception has proven problematic in certain circumstances, where for example, infiltration potential is low or impermeable surface area is relatively large. ACO has worked alongside sustainable drainage experts - HR Wallingford to further explore how interception might be achieved in problematic but increasingly typical scenarios. The study evolved from consideration of large urban commercial car parks which encouraged interest from supermarket operators – ASDA, Sainsbury's and Tesco.

An early outcome has been the production of a practical methodology by which interception might be evaluated. Rather than absolute prescription the methodology presents an inherently flexible approach based on statistical performance of SuDS components, accepting that interception will not always be possible. The approach indicates that interception is viable for a variety of techniques for up to 80% of events in the summer and 50% during wintertime."

This makes it clear that even a company at the forefront of SuDS acknowledges that at least 20% of events in the summer and 50% during wintertime will not be protected. They mean run off will be worse than if the land had been left as grass.

Will the Cabinet ignore such advice, and if so, why?

8. .In various places in the Cabinet papers the council has changed from "building" 400/750 houses by when certain works must be completed by to "occupied". Why was this not changed in document 6 para 47? Do the Cabinet not think that a developer will deliberately hold back the sale of the 400th and 750th house so as to delay infrastructure?
9. What happens if LEP funding is not available for the eastern link road? In such case will the developer still have to provide 40% low cost housing and the increased CIL payments?

Following a response provided at Cabinet on 9 July, this question has been updated thusly:

Will the Cabinet please confirm that no LEP funding will be used in connection with building the eastern link road, if it is approved in due course?

If despite the Cabinet answer LEP funding is obtained then:

When will an application be made?

When will it be repaid?

How will it be repaid?

Please confirm that repayment of such sums will not reduce the number of affordable houses required on the site.

10. Please confirm that the council will support the Bremhill Neighbourhood Plan in its request for a local green space along the River Marden - (this question was substituted for that previously submitted following the meeting of Cabinet - please see Cabinet reply page 63 response 5.)
11. What sites will be used for self build? What number of self build houses are the council providing for? When will they be available for building?
12. The documents encourage brownfield sites. Has the additional 150 homes on Langley Park, which the new developer wants to be built, been included? If not, why not given the aim of building on brownfield sites.
13. Will the eastern link road be a standard distributor road? If yes, please define a standard distributor road. Could a standard distributor road include a dual carriageway? Could it include a Poundbury type winding road as proposed by Chippenham 2020?

Response:

2. The reason for the draft Plan being reconsidered by Cabinet is set out in the covering report at paragraph 29.
3. It is considered that the reasons presented by CAUSE2015 while setting out an argument do not introduce fundamentally new evidence to demonstrate that these alternative sites should come forward. Instead CAUSE2015 disagrees on the interpretation of the evidence in order to justify the alternative proposals suggested. The 'Site Selection Report (February 2015)' sets out the Council's position on why the proposals in the Plan are considered to be appropriate. This has given consideration to the proposals presented by CAUSE2015.

Submission of the Plan to the Secretary of State invites an independent inspector to consider the CAUSE 2015 response along with all others and carry out an examination in public into the soundness of the Plan (see paragraph 34 of the Cabinet report). This is the appropriate arena, as set down in regulations, to consider evidence. At this point the Council has reviewed consultation responses to see whether any raise fundamental issues of soundness that go to the heart of the Plan that may stop it going forward.

4. Included in response to 3.
5. Barrow Farm represents an extension of the area already committed for development in Area A (North Chippenham). The Site Selection Report

concludes that the disadvantages outweigh the likely benefits, including: it does not offer wider transport opportunities in terms of potential improvements to the road network as other areas can; it is largely dependent on a new link road that itself is dependent on development already committed in Area A in order to be acceptable in traffic terms; it does not offer a fundamentally different choice of location for either home buyers or business; it would affect the setting to Birds Marsh Wood, and cumulatively, it would result in recreational pressures on Birds Marsh Wood that are considered to harm its value.

6. Land in Area D that is in Council ownership is included within the Strategic Housing Land Availability Assessment (SHLAA). The SHLAA is used as the basis for understanding what land is being put forward for development in each strategic area.
7. It is difficult to comment on the excerpt provided without understanding its context, but it appears to relate to work involving supermarket car parks, which is of quite a different character and scale of issue. The Plan requires proposals at East Chippenham to be capable of delivering surface water run-off rates less than previous Greenfield rates. This is acceptable practice and the Environment Agency considers the Plan to be sound. They do not object on the basis that this would be unrealistic.
8. It is proposed that 'completions' be substituted by 'occupation' as it is considered that this provides a more precise and effective definition. It is not clear which document the question is referring to (paragraph 47, document 6). However, it will be in the developer's interest to ensure the delivery of the whole scheme to secure the comprehensive redevelopment of the site in accordance with the master plan. The viability assessment has demonstrated that the proposals are deliverable and there will be a reasonable developer profit in accordance with the requirement of the NPPF, as such there is no reason to doubt that the associated infrastructure will be delivered.
9. The provision of an Eastern Link Road is not considered to be dependent on public funding. Community Infrastructure Levy will be charged consistent with the adopted Charging Schedule and affordable housing will be sought consistent with Core Policy 44 of the Wiltshire Core Strategy. This was confirmed in answer to public questions at a special meeting of Cabinet on July 9th. It would therefore be inappropriate to speculate on other funding streams. Information on the bidding timetables can be obtained from the Swindon and Wiltshire Local Enterprise Partnership.
10. It would be inappropriate for the Council to indicate support or otherwise for emerging proposals within any neighbourhood plan prior to making a formal response at either of the statutory consultation stages when the Plan proposals can be considered as a whole. At these stages the Council's

response will consider matters such as conformity of proposals with the Wiltshire Core Strategy and national planning policy.

11. Possibilities for promoting self-build homes amongst the mix of homes delivered are a matter for consideration at detailed master plan and planning application stages.
12. A reasonable allowance has been made within the figures for development at Langley Park, which reflects the current planning permission. While it is recognised that this could change following approval of any revised planning permission currently there is no certainty that the numbers will increase to the level proposed. Only a small proportion of land requirements can be met using brownfield opportunities, which does not take away the need to deliver significant greenfield sites at the town.
13. The eastern link road will be a local distributor road. The term is used to describe the function of the road. This road (through and alongside the Chippenham 2020 development) will distribute local traffic around the east and north of Chippenham, as well as acting as a road to provide access to the development itself. It is likely to be a 7.3m wide single carriageway, as determined by the forecast traffic it will carry, but its detailed alignment has not been finalised. The master plan will determine what the appropriate alignment of the road is.

Public Participation

Questions from Mr Adrian Sweetman to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

14. Will the cabinet member for strategic planning and strategic housing confirm that the Chippenham Sites Allocations Plan is predicated on the delivery of 40% affordable housing and yet The "Final Report - Chippenham Site Allocations Plan Strategic Site Viability Assessment - January 2015" concludes that the North Chippenham, Rawlings Green and land east of Chippenham sites can only provide somewhere between 20% and 30% affordable housing and if this is as the report states, is it apparent and demonstrably so, that this target of 40% cannot be achieved with this choice of sites. Does the cabinet member for strategic planning and strategic housing further agree that therefore the Chippenham Site Allocations Plan is therefore unsound?
15. Notwithstanding the "Final Report - Chippenham Site Viability Assessment - January 2015" is shockingly flawed and not fit for purpose, can the cabinet member for strategic planning and strategic housing, comment on why it errs in a very obvious way, namely by applying the the wrong Community Infrastructure Levy charge, ie it uses a rate of £55/m² whereas this is now out of date having been rejected by the CIL Examiner and it should be £85/m² and that this is a material and very obvious factor?
16. Would the cabinet member for strategic planning and strategic housing accept that with adding a realistic estimate of the road cost, the North Chippenham, Rawlings Green and land east of Chippenham can deliver nil affordable housing and would he agree that it is doubtful if these sites would be viable at all, certainly not across an entire economic cycle, which is the test that planning guidance prescribes and would he agree that Wiltshire Council cannot really escape re-running the Viability Assessment using correct data?

Responses

14. The Council considers the Plan to be sound. The single purpose of the BNP Paribas Viability Assessment is to test the requirement of the National Planning Policy Framework (NPPF) that the cumulative impact of existing and proposed local planning authority standards and policies that support the plan "*should not put implementation of the plan at serious risk*" (paragraph 174, NPPF). It is not to determine an achievable level of affordable housing. This will be negotiated at the detailed planning application stage consistent with Wiltshire Core Strategy Core

Policy 43 'Providing affordable homes' on a site by site basis, once detailed values and costs are established.

15. At the time of writing the BNP Paribas Viability Assessment, the CIL Examination had not been concluded and the lower rate of CIL reflected the Council's position at the Examination that these sites should be subject to the same rate as strategic sites allocated in the Wiltshire Core Strategy. This is discussed in paragraph 27 of the report to Council. Plan proposals will be liable for the standard rate of CIL rather than a reduced rate provided to those strategic sites already identified in the Core Strategy. Consequently for the Plan proposals less infrastructure funding will come through s106 funding than would normally be the case given the higher rate of CIL. Broad assumptions about the scale of the burden on the developer to make provision toward infrastructure that support growth remain the same and therefore the assessment conclusions remain valid and robust.

16. No. The independent BNP Paribas Viability Assessment demonstrates the opposite and indicates the sites can viably provide the required strategic infrastructure costs, CIL, and S106 obligations. The Assessment generally uses the least optimistic costs for infrastructure and values and only on this basis does it suggest that the Council may need to be flexible in its approach in terms of adjusting the required percentage of required on site affordable housing provision. Levels for affordable housing will be negotiated on a site by site basis at the detailed planning application stage to achieve 40% share of new homes with actual detailed information rather than broad assumptions.

Public Participation

Questions from Dr Nick Murry To Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

These questions have been updated by the questioner following the responses to questions previously asked of the Cabinet at their 09.07.15 meeting

Area C Flood Risk assessment failure.

17. On Site C

On Site C being surplus to requirements

The additional number of houses designated for Chippenham is deliverable without the need for Site C. This includes brownfield sites, which according to the NPPF and WC's own policies, should be prioritised over greenfield development. These sites include Langley Park, the old police station and a number of others. There is also additional capacity within Strategic site E. Even if these additional numbers left the total number short by a few houses, there would be far too few houses to fund the infrastructure or the hugely expensive roads, river crossing and railway crossing.

My questions therefore are:

1. How many houses does the Council calculate would be required on Site C given the additional houses (150-200) available on Langley Park plus all the other brownfield sites that are currently deliverable and assuming the additional numbers that are possible on Site E were to be taken into account? (N.B. an honest/ realistic answer should be a very low number)
2. At what point would the number of houses be too few to make Site C a viable proposition (N.B. an honest/ realistic answer should be a relatively high number).

On Site C presenting unacceptable risks

By WC's own analysis, Site C was found to have the greatest risk in terms of flooding, the frequency of which is set increase, with higher intensity rainfall events becoming increasingly common in future. Site C also was found to be unsustainable in many other respects according to WC's own Sustainability Appraisal and given that the site was previously rejected for sound planning reasons.

My questions therefore are:

1. What has fundamentally changed that now make Site C viable?
2. Can WC be transparent about why it has decided to take risks that it previously found unacceptable?

18. On proper assessment of alternatives

1. Where is the evidence for rejecting Site D and a Southern Link road, when Site D's flood risk is substantially lower than that of Area C, and a Southern Link road would be far less costly and only require a single bridge?
2. How can Site D perform worse in terms of transport when there is a major by pass around Pewsham that could be linked to it?
3. Where is traffic modelling that is constantly referred to, but which nobody has had sight of, available for scrutinising?

19. On Site B

There is plenty of actual evidence (as oppose to computer modelling evidence) that Cocklebury Road, Station Hill and New Road will come to a stand still if Site B has access to the Town Centre and routes South, East and West via Cocklebury road. An eventual bridge over the railway allowing access to the Sutton Benger Road will only divert a minority of traffic heading North.

My questions therefore are:

1. Where is the evidence that shows that the traffic impacts as a result of this proposed Site?
2. Where can we examine the assumption and outputs of the transport modelling?

Is it 200 houses or 400 houses that will be built before a bridge is even begun to be constructed? (WC documents say 400, a previous reply to my questions says 200)

20. On transport planning (significant lack of)

With reference to the lack of a sound evidence base for the impact of Site B on Chippenham's transport system; is it not the case that all the Chippenham data in the 2010 PFA study were collected in the latter part of 2007 or early part of 2008? The fact is that several hundred homes have subsequently been built on Cocklebury Road and the volume of traffic associated with the train station, car parks, History Centre, new Sainsburys store and other developments, has increased significantly since then. Why has no evidence been produced to describe how the Atkins second transport evidence report coped with this, or anything about the assumptions made about driver behaviour in Monkton Park, Cocklebury Road and Station Hill?

21. On inadequate preparation of the Site Allocation Plan (unsound planning)

Change number 30 requires the development of Area B to be preceded by a Master Plan which "will be informed by detailed evidence, which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement." Why have none of these requirements been investigated and assessed as part of the preparation for the Site Allocation Plan? Why is the requirement only that a planning application in this area should be 'informed' by this work? Does this not leave the door open for virtually any kind application to succeed? How can Wiltshire Council

justify taking such risks, particularly in the areas of flood risk and transport planning, which may well prove disastrous for Chippenham's current and future residents?

Responses

17. The Site Selection Report (February 2015) says that at least an additional 436 dwellings remain required after the selection of first and second preferred areas.

This is based on the likely scale of housing development within the built up area deducted from how much land is needed on Greenfield sites. The scale of development permitted at Langley Park is included in this calculation, which is considered to be a reasonable allowance. While it is recognised that this could change following approval of any revised planning permission currently there is no certainty that the numbers will increase to the level proposed. Notwithstanding any changes to known commitments within the urban area (that could go up or down), only a small proportion of land requirements can be met using brownfield opportunities. The principle of needing to identify significant urban extensions to Chippenham is established in the Wiltshire Core Strategy. A larger land area at Area E has been assessed in the Site Selection Report and was not considered appropriate.

The Council has not carried out or commissioned work to assess the minimum development value necessary to develop in any strategic area. Instead site options are assessed according to the six criteria contained in the Wiltshire Core Strategy.

Land east of Chippenham was not previously rejected as an area for development because it was unviable or because 'risks are unacceptable'. The amount of land needed for development at Chippenham has increased from lower levels previously considered in early drafts of the Core Strategy. Justification for the sites selected in the Plan to accommodate this greater rate of growth is set out in the Site Selection Report.

The Site Selection Report provides a step by step explanation of why areas have been preferred over other and the choice of site options. Six criteria in the core strategy guide those judgements and there are a range of papers setting out the evidence in which they are based.

18. Flood risk and surface water management is one of six criteria guiding the choice of preferred area and selection of site options. The Environment Agency considers the Plan sound. The paper ranks the areas according to each ones propensity to accommodate strategic sites. Under other criteria evidence points to this area performing worst of all the strategic areas in transport terms and in landscape terms the whole of Area D is described as of moderate to low development capacity compared, for instance, to Area C described as moderate to high.

The modelling encompasses the role played by Pewsham Way like it does all other existing connections in the local network.

It is difficult to make traffic modelling information available in an easily digestible way. The Council is more than willing to clarify any aspect of the model's data, assumption and working. A meeting is being convened with those who requested information in order to explain the mechanics of the modelling undertaken and answer detailed questions. This is considered the best means to proceed.

19. See response to Question 18.
20. See the response to Cabinet Question 23 as previously provided
21. See the response to Cabinet Question 23 as previously provided.

Public Participation

Questions from Mrs Marilyn Mackay to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

These questions have been updated following the responses to questions previously asked of the Cabinet at their 09.07.15 meeting

22. WHY IS THE COUNCIL SO **BIASED** AGAINST AREA D IN CHIPPENHAM SITE ALLOCATIONS DPD? Reading repeated Officer Responses in the Comments document (830 pages), time and again, it was stated that Area D is least suited for development. Yet, on the **two first ranked criteria**, Employment and Flood Risk, the Evidence Papers shows it performs MUCH BETTER than Area C on both criteria. Area D is close to the PRN, especially with a Southern Link Road, which has received considerable public funding to support employment in Chippenham. The Evidence Paper 6 shows Area C to be significantly the WORST for Flood Risk, yet it is chosen in preference to Area D. There are several very weak arguments offered against Area D, including a poorly argued point in the Atkins report on the issue of pollution, favouring an Eastern Link Road, which would bring considerable pollution and traffic chaos to Monkton Park and along the A4 to Calne.

Area D is not 'remote and isolated' from the town, since it is no further from the centre than properties in the north of the town. It is adjacent to Abbeyfield School, Sports Centre, and bus routes. By comparison, Area C is NOT even part of Chippenham, it is Bremhill Parish in Calne Community Area; Area D is in a Ward of Chippenham, Pewsey.

On the Landscape arguments, in the last rendition of the Draft Core Strategy, the council response to residents of **East of Chippenham was that it was protected by CP 51**, because of the value of its Landscape. Yet this time, this is ignored, and applied (**with bias**) to defend Area D with reference to Landscape. Clearly the two river valleys in Area C are of significant landscape and biodiversity value.

23. Why are the council now calling Area C "East Chippenham" which it is NOT. In the earlier Draft Core Strategy documents/events, including the EiP, it was correctly called 'East of Chippenham'? In past iterations of the Core Strategy Rawlings Green was called East Chippenham, and indeed it is. **THE COUNCIL IS SO BIASED IN FAVOUR OF SELECTING AREA C FOR DEVELOPMENT,**

IGNORING NEGATIVE EVIDENCE, AND PUBLIC OBJECTIONS. As stated above, on the first ranked criteria for the DPD, Area C performs much worse than Area D. Area D performs better in terms of Transport with a Southern Link Road, which does not have the same negative consequences as the Eastern Link Road. The Atkins 'evidence' lacks credibility to the contrary. An Eastern Link Road and excessive development in the area will bring unwanted additional traffic to the rural roads of Bremhill Parish and negatively impact rural villages.

24. DOES THE COUNCIL BELIEVE THE 'STATEMENT OF COMMUNITY INVOLVEMENT' CORRECTLY REFLECTS GENUINE PUBLIC OPPORTUNITY FOR LOCALISM IN PLANNING? The public responses shown in Report 5, Figure 4.1, shows a very high percentage of responses relating to two of the five Areas, namely Rawlings Green and East of Chippenham. There have been many public objections but

the Cabinet has not responded by changing anything in relation to public arguments and feeling.

25. WHY DO THE COUNCIL SEE NO REASON TO CARRY OUT A FRSA LEVEL 2, **SEQUENTIAL FLOOD RISK ASSESSMENT FOR AREA C, WHICH AT 76.2 EXTENT OF FLOOD RISK IN ZONES 2 AND 3, IS SIGNIFICANTLY THE WORST OF FIVE AREAS IN THE DPD?** How can Officer Response comments on this topic, stating both that 'development will not be on flood plain' (which is obvious) but will be "in zone 1", is a robust response? This appears to rely on recent modifications to Rawlings Green made to the Draft Core Strategy, which reduced the need for a Sequential Test, to simply directing development to zone 1. But that is another site, with completely different level of Flood Risk. NPPF states that assessment is "to steer development to areas with the lowest probability of flooding":

In plan-making, local planning authorities apply a sequential approach to site selection so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest, taking account of climate change and the vulnerability of future uses to flood risk. In plan-making this involves applying the 'Sequential Test' to Local Plans and, if needed, the 'Exception Test' to Local Plans.

Area C is an area with **high** probability of flooding and another Area CAN be selected with lower flood risk, namely Area D. The approach should be site specific. What applies in Rawlings Green is different from East of Chippenham, as illustrated in Evidence Paper 6.

IS IT NOT NEGLIGENT TO FAIL TO CONDUCT FLOOD ASSESSMENT FOR AREA C IN CONFORMITY WITH NPPF GUIDELINES?

26. Why are the council not making better use of the Principal Road Network (PRN), the dualled A350, for which massive public funds have been advanced by SW LEP? In particular, in relation to further development which meets their **number 1 criteria**, of **Employment** in Chippenham. And housing, close to the PRN, in addition to the Rowden development in SW Chippenham, Area E.

The council provided, rather late, a Briefing Note, to say why 'no development should go west of the A 350'. This was presented as an Absolute Truth, a set of assertions, and requires much closer critical scrutiny as it is counter-intuitive. Why spend so much tax payers money on the PRN, then shut down the area on the west side to development, when this kind of dualled road is meant to bring 'employment' benefits? Especially as part of the Growth Fund related to Digital Corsham, further west of Chippenham. Additionally, the Atkins report shows the close proximity of Area D to the PRN, which obviously should/could be exploited, with the aid of a southern link road. This could relate to, and extend, the value of the Showell Employment site in Area E.

The council will need to offer a more robust set of reasons for 'no development west of the PRN' than it has done in its Briefing Note, which is not compelling. Another issue related to this, which Atkins did not explore, is the East-West traffic through Chippenham, which would benefit from a southern link road in Area D.

Arguments critical of the Briefing Note are for another time and place.

Responses

22. The Council is not 'biased' against development in Area D. The Area has been considered at each stage of the selection process but other areas, by comparison have performed better. Sufficient evidence points to this area performing worst of all the strategic areas in transport terms and in landscape terms the whole of Area D is described as of moderate to low development capacity compared, for instance, to Area C described as moderate to high.

While the assessment does show that Area D performs better than Area C in terms of access to the primary route network, the report also says that Area D has large areas that perform weakly. This aspect is just one of several aspects that are considered. For instance, whilst parts of Area D do lie adjacent to Abbeyfield School, Sports Centre, and bus routes, the evidence highlights how Strategic Area C is likely to present the greatest potential for providing new walking and cycling links that are of use to existing communities, as there are existing trip attractors and generators either side of the Strategic Area that are currently not well connected.

Proximity to the A350 has been a consideration in terms of the potential for employment development. It had a significant bearing, for instance, on the selection of the first preferred area and site options for South West

Chippenham (Policy CH1). The importance of providing available land attractive for employment development diminishes by the selection of a third preferred area because land for employment development is identified already in the South West Chippenham proposals and Rawlings Green (Policy CH2).

23. 'East Chippenham' is considered to be a clear and precise name to identify the site. The Plan identifies the most appropriate locations for strategic sites to support sustainable development at Chippenham. The Wiltshire Core Strategy recognises that consideration will need to be given to land in adjoining parishes and Community Areas to Chippenham. The most sustainable pattern of development does not necessarily coincide with civil administrative boundaries. See also response to question 22.
24. The Council is suggesting a number of changes to improve the clarity and effectiveness of the Plan in response to consultation responses.

The Chippenham Site Allocations Plan is being prepared in accordance with the requirements set in the Wiltshire Core Strategy. It must be sound and represent sustainable development locally. A significant proportion of the representations to the Plan came from one part of Chippenham, compared to the town as a whole. Development on the edge of towns represents the urbanisation of countryside and it is understandable that many existing, adjoining residents have concerns.

The proposals in the Chippenham Site Allocations Plan represent the culmination of many years of local consultation about the future of the town. The Council's justification for the selection of preferred areas and site options is set out in the Site Selection Report and decisions are led by evidence across the 6 criteria that have been set out in the Core Strategy.

The Examination into the soundness of a plan is carried out by an independent inspector appointed by the Secretary of State and the consultation response made by local people will be given to the appointed Inspector for their consideration. This represents a thorough process through which the concerns of local people will be considered.

25. The Plan follows a sequential and risk based approach to flooding and surface water management issues that is considered to fully accord with national policy. A Level 2 Strategic Flood Risk Assessment is required by national policy when development is proposed in flood risk area zones 2 and 3. These circumstances do not apply to the Plan. All development in Area C is proposed in zone 1 and it is therefore not required. The Environment Agency considers the Plan to be sound and their comments are available on the Council's website as part of the consultation response. In response to their comments a change is proposed to be made to the Plan to ensure that sufficient land is set aside for sustainable urban drainage systems for each site.

26. The Primary Route Network does have a particular influence on Plan proposals. The Core Strategy has a specific emphasis upon maintaining the strategic transport network along the A350 corridor to support growth not just at Chippenham, but also places such as Melksham, Trowbridge, Westbury and Warminster. Investment at Chippenham is being made to counteract congestion and help maintain reliable journey times for business and commerce relying on this strategic link to the M4 and to wider markets. Locating strategic sites west of the A350 is not a reasonable option. One important reason is because of the substantial traffic loading generated would add directly to local congestion and then undermine what road investment in the A350 is trying to achieve.

Proximity to the A350 has been a consideration in terms of the potential for employment development. It had a significant bearing, for instance, on the selection of the first preferred area and site options for South West Chippenham (Policy CH1). The importance of providing available land attractive for employment development diminishes by the selection of a third preferred area because land for employment development is identified already in the South West Chippenham proposals and Rawlings Green (Policy CH2).

Overall in transport terms the evidence suggests that Area D performs least well of all the area. In terms of access to the Primary Route Network the evidence suggests both Areas C and D perform weakly compared to Areas E and A. Just comparing Area D to C, a better proximity to the A350 for some parts of Area D would need to be balanced against the greater distance and the potential for congestion with A350 traffic negotiating junctions around Chippenham on journeys to and from the M4.

Public Participation

Questions from Mrs Helen Stuckey to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

These questions have been updated by the questioner following the responses to questions previously asked of the Cabinet at their 09.07.15 meeting

- 27) The Officer Responses to our consultation comments are that Area D “performs worst” and that the “site Selection report justifies why area D is least suitable for development”. This response does not begin to address the detailed critique in the CAUSE 2015 Unsound document which sets out in detail, over 52 pages, and using the Council’s own ranked criteria, why development in a part of area D together with a Southern link road (and extended development in areas E and A) would be preferable to development in areas B and C. Please could the Council confirm that they have assessed our proposed option of development in just a small part of Area D, together with a southern link road, in their response that “area D performs worst”?
- 28) At the Cabinet meeting on July 9th a question was asked – what if, at the Master Planning Stage, a proposed Strategic area failed one of the key criteria e.g. flood risk based on the more detailed evidence collected at that stage. Cllr Toby Sturgis response was that they would look for another strategic area. BUT this ignores the dependencies between the proposed strategic areas e.g. the eastern link road will be built through new development in areas A, B and C. If one of these strategic areas were to be withdrawn then it is unclear how the eastern link road could be completed. Could the Council either complete the more detailed work on flood risk, transport and the eastern link road design before putting the plans forward for Examination in Public or otherwise commit to evaluating areas B and C at the same time during the Master Planning stage?
- 29) Appendix 4 Change number 31 to The Chippenham Site allocations Plan is to “ensure sufficient land is set aside at the master plan stage” ... “for a set of effective sustainable urban drainage measures” (SuDs). C2020 have recently submitted a Planning Application for Area C which states that the DPD “indicative plan makes no spatial allowance for them (effective urban drainage measures)” and have proposed to compensate this by increasing the boundary of area C to include 15 hectares in the area north of the North Rivers Cycle Track. Please could the Council confirm that the EA advice to

include land for effective SUDs has already been allowed for within the proposed site boundaries?

30) The Council methodology, used in the Site Selection report, for selecting Strategic Areas is based on evaluating the evidence at a macro level i.e. across the whole of each strategic area and only subsequently evaluating the optimal sites within an area. This has resulted in a sub optimal site allocation by not considering further expansion in parts of Areas A and E and development in just a part of Area D. The CAUSE 2015 Unsound report sets out the evidence as to why this alternative site allocation (which avoids areas B and C) better meets the Council's ranked criteria. Please would the Council evaluate our considered alternative proposal before dismissing it?

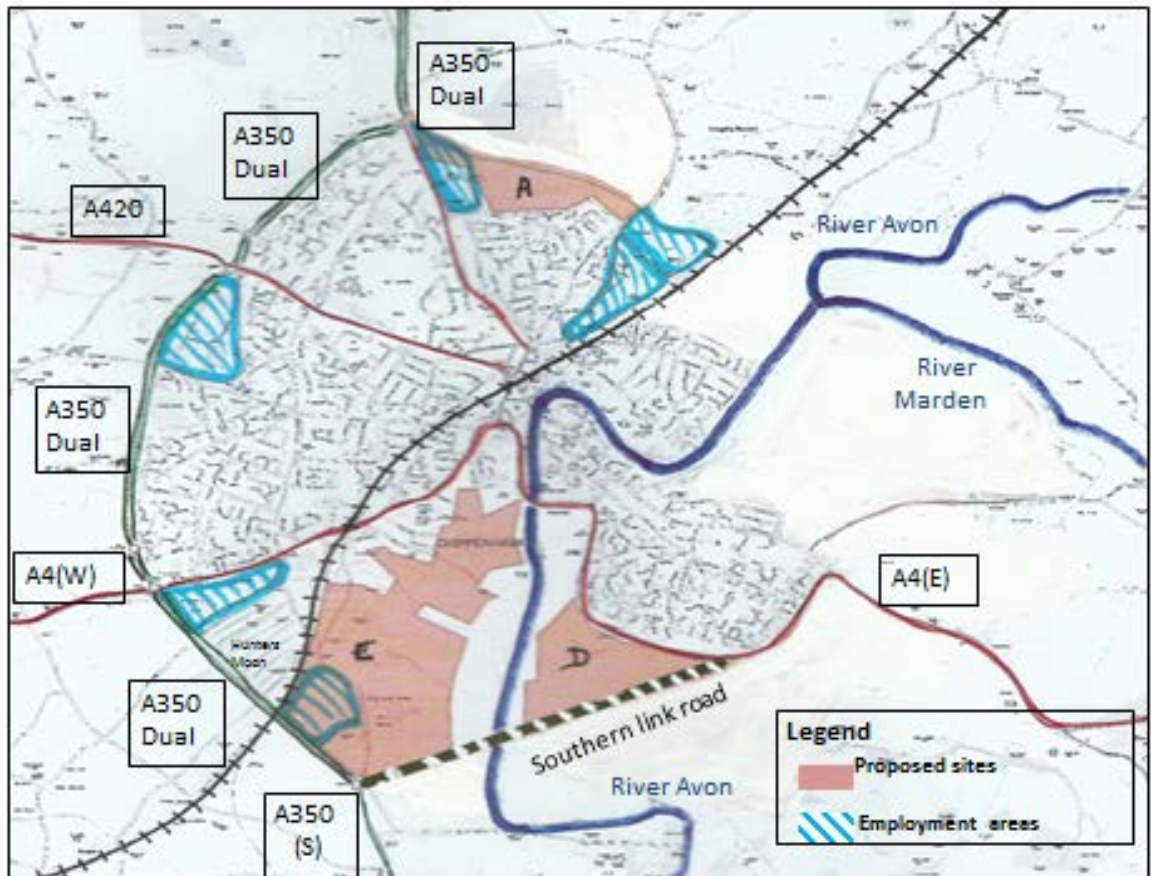
31) At the 9th July Cabinet meeting it was agreed to hold reviews of

- a. the flood risk potential and
- b. transport models

since these were the 2 issues on which the public had most concern that the evidence collected by the Council is not sound and has led to the wrong site selection. These meetings are to be arranged for early September. Please would the Council consider delaying the decision to go out for the Examination in Public until after these meetings?

32) The top ranked criteria for assessing the strategic areas is to enable economic development, leading to more local jobs and a reduction in the level of outcommuting. Most businesses want to locate near to the A350 which is in the process of being dualled. The Economy evidence report concludes that other sites are better positioned than area C. Why doesn't the proposed site allocation recognise the importance of locating all new commercial areas and the associated link road, near the A350 rather than on the East of Chippenham?

For the benefit of any Council member who has not read the CAUSE 2015 Unsound report, I reproduce below the figure showing the alternative plan proposed by CAUSE 2015 based on extending development in areas A and E, and developing part of area D within a southern link road.



It should be noted that several developers have submitted consultation feedback which supports our alternative plan for extending development in area A (Hitchins), area E (Strategic Land Partnerships, RF Moody & partners, Hallam Land Mgmt, and Crest & Redcliffe) and Area D (Gleesons).

Response

27. Sufficient evidence points to this area performing worst of all the strategic areas in transport terms and in landscape terms the whole of Area D is described as of moderate to low development capacity compared, for instance, to Area C described as moderate to high. NPPF expects Councils to use a proportionate evidence base. Consequently, following the methodology established in the Core Strategy, it was considered to be unnecessary to examine detailed strategic site options in this area.

28. The purpose of the Plan is to allocate strategic sites for the town's long-term growth. To be sound, amongst other things, the Plan should be deliverable over its period and enable the development of sustainable development consistent with national policies. The Plan is considered to be sound and the evidence informing it does not identify any absolute constraints that cannot be mitigated. As explained at the Cabinet meeting there are inevitably risks involved with any development project but the Plan proposals have adequately considered known risks and constraints and no new risk and constraints have been identified as a result of consultation.

29. It is considered that the scale of housing and employment development proposed in the Plan can be accommodated alongside other land uses, including drainage measures. Wording suggested by the Environment Agency helps by highlighting the need to accommodate such measures when they will be designed at more detailed master plan and planning application stages.
30. See response to Question 27. The alternative proposals have not been dismissed but have each been evaluated at relevant stages of the Plan preparation. A possible extension to Area A was considered at each selection point for a preferred area. The extent of development in Area E was considered at the selection of site options. These options are discussed in the Site Selection Report (February 2015).
31. See response to Question 28. The purpose of these meetings is to explain details of the evidence and the process underpinning the Plan. It is not to review the Plan proposals.
32. Proximity to the A350 has been a consideration. It had a significant bearing, for instance, on the selection of the first preferred area and site options for South West Chippenham (Policy CH1). The importance of providing available land attractive for employment development diminishes by the selection of a third preferred area because land for employment development is identified already in the South West Chippenham proposals.

In terms of access to the Primary Route Network the evidence suggests both Areas C and D perform weakly compared to Areas E and A. Just comparing Area D to C, a greater proximity to the A350 for some parts of Area D would need to be balanced against the greater distance and the potential for congestion with A350 traffic negotiating junctions around Chippenham to the M4. Overall in transport terms the evidence suggests that Area D performs least well of all the areas.

Public Participation

Questions from Mr Robert Clague to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

33. Does the cabinet member for strategic planning and housing conspolicy frameworkider that one of the most important facets of the national planning framework is deliverability of housing, and with such large allocations, and likely delays over building over the great western railway line the current site allocations plan for chippenham is likely to fail on deliverability, and does he believe that it would be better to have a thorough review of chippenham site allocations plan which would include an in depth report on alternative sites such as land west of A350 barrow farm land closer to m4 junction and on brownfield sites all of which would deliver housing at a faster rate, and also include the required (and needed) 40% housing

Response

The Plan is considered sound. The rate and scale of growth at Chippenham is set out in the Wiltshire Core Strategy. The task set for the Chippenham Site Allocations Plan is to identify large scale sites for mixed use development. An independent Viability Assessment by BNP Paribas shows that Plan proposals are viable and evidence shows they can be delivered at an acceptable rate over the Plan period.

Plan proposals, on balance, are considered to be the most appropriate and no new alternatives have been suggested that have not already been considered. The Site Selection Report (February 2015) sets out the Council's justification for this.

Development geared to the M4 conflicts with the objective of reducing net out-commuting and employment development at Junction 17 does not meet the needs of Chippenham, for example by helping to support the vitality and viability of the town centre. New homes on Langley Park are already accounted for as a part of estimating additional housing requirements. Land west of the A350 is not considered a reasonable alternative (see Briefing Note 2: Definition of Strategic Areas (updated January 2015)).

Public Participation

**Questions from Mrs Charmian Spickernell to Councillor Jane Scott OBE,
Leader of the Council**

Democratic deficit in Wiltshire Council

34. Why did the Leader say at the last Council Meeting in May that she could see no reason to revert to Committee decisions rather than the Cabinet model when

- a) Questions that followed all showed Cabinet decisions had been taken seemingly without wider consultation;
- b) It is not always the case that local discussion and input can be put to Local Area Boards on strategic planning; (see appendix)
- c) A few members hold most of the portfolios - for example, how can there be clear separation between owner and decision maker when the portfolio holder for property also heads strategic planning?
- d) Decisions that used to be taken by Full Council are now taken by Cabinet. When was the last time Full Council did not rubber stamp a Cabinet decision?
How well informed are Councillors who are not Cabinet members?

We reiterate our request of 12 May:

We the undersigned wish to bring to the attention of Wiltshire Council our concern that the transfer to the Cabinet form of administration in 2007 has led to:

- An excessive centralisation of powers and decision-making;
- A weakening of the democratic accountability of Wiltshire Council; and
- A lack of confidence among local people that decisions made in their name take their wishes adequately into account, and are evidence-based and considered openly and accountably.

Will the Council:

- ➔ agree that this situation now merits examination?
- ➔ undertake a review of its governance processes, ensuring that this includes the possibility of return to a Committee system of local government?
- ➔ ensure that all Councillors are involved in consideration of the issues raised and potential solutions?

understand that there is not the level of public satisfaction with its democratic functioning that it seems to think there is and recognise instead that members of the public do have increasing concerns. We ask that the Council will look into our Question and give it more than the perfunctory attention it has received so far.

Signatories:

CPRE Wiltshire

CAUSE 2015

WHITE HORSE ALLIANCE

ACA (A36/A350 Corridor Alliance)

CAMPAIGN FOR A BETTER TROWBRIDGE

Appendix re Area Boards

At the Calne Area Board on 17 April, a presentation on the strategic planning for the Chippenham Site Allocations DPD as it affects the Calne area was made by three planning officers.

Members of the public had attended the meeting in order to hear the report and discuss it with Councillors but, because the item was the last on the agenda and it was late by the time it came up, Calne councillors who had attended earlier on the day, had already left. The only remaining councillor was the Chair.

As members of the public had not been able to discuss with the Councillors the important issue of one of the areas of expansion being in Calne/Bremhill Parish, they requested an opportunity to do so at the next Area Board meeting. However, this was refused by the Chair. Detailed representations to Wiltshire Council met with the reply that the Cabinet sees no reason to change anything and will leave it all to an EiP.

It appears that Area Boards are limited in terms of time allowed for public discussion and firmly controlled. Where local areas are affected very strongly by strategic planning, there is no opportunity through the Area Boards for discussion with Councillors. It is questioned therefore whether in fact it is possible to claim that Area Boards are a venue for public discussion on strategic planning issues.

Response

I remain satisfied that the governance arrangements operated by this council are working effectively for the reasons set out in my response to your previous question to council of 12 May.

what should be cabinet business and how there is appropriate oversight and input into the process by all members and the wider public.

Planning decisions are taken by area and strategic planning committees, which are committees of council not cabinet. This would be the position whatever governance model was in place.

The adoption of a development plan involves comprehensive steps involving professional advice by officers and consultants, public consultation and examination by the Secretary of State before final adoption by Council. The individual role of the cabinet member with the spatial planning portfolio in this process is as proposer of the plan and oversight during its preparation. The role of both Cabinet and Council in any decision making is collective and is made on the facts before them.

Delegated executive decisions are made and published in accordance with rules which provide for input by non-executive members and the wider public as well as transparency.

The assurance framework agreed recently by cabinet provides both transparency and democratic accountability for decisions of the Swindon and Wiltshire Local Enterprise Partnership (SWLEP).

Public Participation

Questions from Mr Kim Stuckey to Councillor Toby Sturgis, Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste

35. Many Councillors represent rural wards in our beautiful County. Would you as a Councillor be happy that an unspoilt river valley in your ward is recommended for development with no proper Biodiversity report, Heritage Assessment, Visual Impact Assessment, plus absolutely no protection of the river, its surroundings and the wildlife and nature? If you approve the Chippenham Draft Site Allocations you will approving this for the River Marden valley.

36. The so called Eastern distributor road proposed in the DPD actually will deliver two bypasses running north-south either side of Chippenham. However, there is a more pressing need for an east-west link road, as witnessed by traffic congestion on both the Bath and Bristol Roads during peak times. This would be delivered by development in Area D. Why has evidence presented showing this been ignored by Council.

Response

35. The Plan provides for the long term protection of around 150ha of the River Avon valley. Proposals for a riverside country park will manage it to enhance its wildlife and improve the community's access to this large area of countryside.

National Planning policy expects Councils to base their decisions on proportionate evidence. Evidence is summarised in several published evidence papers and these cover biodiversity (Evidence Paper 5: Biodiversity Interim Report, December 2014), heritage and landscape aspects (Evidence Paper 4: Chippenham Landscape Setting Assessment, TEP, December 2014). A management plan, as set out in Policy CH4, for the proposed country park will look at these and other aspects in more detail as appropriate.

The Plan minimises the amount of development in the Marden Valley. Land outside that allocated at East Chippenham is protected from development under Core Policy 2 of the Core Strategy.

36. The Council has considered all the representations carefully. No alternatives have been suggested that have not already been considered and no evidence has been presented to demonstrate that a southern link road would perform better than and eastern one. Instead the Council's evidence shows that a southern link road has much less traffic benefit compared to an eastern route. Whilst it would not require a railway bridge, fundamentally, the area is not an appropriate area for development compared to others. Sufficient evidence points to this area performing

worst of all the strategic areas in transport terms and in landscape terms the whole of Area D is described as of moderate to low development capacity compared, for instance, to Area C described as moderate to high. Consequently, following the methodology established in the Core Strategy, it was unnecessary to examine detailed strategic site options in this area.

Wiltshire Council

Council

14 July 2015

Item 17 - Councillors' Questions

From Councillor Terry Chivers, Melksham Without South Division

To Councillor Stuart Wheeler, Cabinet Member for Hubs, Heritage & Arts, Governance (including information management), Support Services (HR, Legal, ICT, Business Services, Democratic Services)

Question 1

Wiltshire Council have a statutory duty to publish online Corporate Credit Card spending, and Council spending to suppliers on a monthly basis. At the time of submitting this question nothing has been published online for nearly 6 months, why?

Response

We have been reviewing and updating various systems and processes for uploading information onto the website. The required information regarding Corporate Credit Card spending and Council spending to suppliers is now online and updated as per our duty.

Question 2

On the Council web site is stated that members expenses will be published on an ad hoc basis I seem to remember last year it was agreed to publish them within 3 months of the end of the financial is this correct?

Response

Yes. And allowances for Council Year 2014-2015 were published on the 1st July and have been available since that date.

Wiltshire Council

Council

14 July 2015

Item 17 - Councillors' Questions

From Councillor Chris Hurst, Royal Wootton Bassett South Division

To Councillor Philip Whitehead, Cabinet Member for Highways and Transport

Question 3

The community of Royal Wootton Bassett appreciates the need for Network Rail to electrify the London to Swansea line but will experience a great deal of disruption whilst the work is carried out. The temporary road, proposed by Network Rail, will reduce the diversion route for many road users. This is welcomed. What steps are Wiltshire Council taking to ensure the road *is* temporary and will be removed after the railway bridges are reopened?

Response

Please find attached documentation relating to the certificate of lawfulness for the construction of the temporary road. The extract below confirms that the approval only relates to the period required whilst the A3102 and Marlborough Road are closed.

INFORMATIVE TO APPLICANT:

That applicant is request to note that the above decision in respect of the proposed works relates only to the periods during which the affected sections of the A3102 Hunts Mill/Bath Road and Marlborough Road are closed, before and after which time the works are not considered 'reasonably necessary' as a temporary engineering operation and therefore will not be lawful under Part 4 of the General Permitted Development Order (as amended

**TOWN & COUNTRY PLANNING ACT 1990:
SECTION 192 (as amended by Section 10 of the Planning & Compensation Act 1991)**

Town & Country Planning (Development Management Procedure) (England) Order

Certificate of Lawful Use or Development - Proposed Use or Development

Application Reference Number: 15/04898/CLP

Agent	Applicant Mr Ian Wheaton
Parish: - ROYAL WOOTTON BASSETT	
Particulars of Development: - Certificate of Lawfulness for Proposed Creation of New Accesses off A3102 (East), Marlborough Road (West) & Creation of Temporary Road Between & to the South of the Mainline Railway.	
At: - Royal Wootton Bassett, Wiltshire, SN47EH	

Wiltshire Council hereby certify that on 19/05/2015 the operations described in the First Schedule to this Certificate in respect of the land specified in the Second Schedule to this Certificate and edged red on the plan attached to this certificate are lawful within the meaning of section 192 of the Town and Country Planning Act 1990 (as amended) for the following reason:

That the proposed works are lawful by virtue and pursuant to the limitations of Part 4 Class A of the Schedule to the GPDO and therefore planning permission is not required in respect of the temporary works.

INFORMATIVE TO APPLICANT:

That applicant is request to note that the above decision in respect of the proposed works relates only to the periods during which the affected sections of the A3102 Hunts Mill/Bath Road and Marlborough Road are closed, before and after which time the works are not considered 'reasonably necessary' as a temporary engineering operation and therefore will not be lawful under Part 4 of the General Permitted Development Order (as amended).

INFORMATIVE TO APPLICANT:

The applicant is requested to note that this decision reflects the view of the Local Planning Authority in respect of the lawfulness of the proposed works, and is given without prejudice to any other requirement in relation to private land rights, ecological protection or to highway adoption or other highways works under S38 and/or S278.

FIRST SCHEDULE: Certificate of Lawfulness for Proposed Creation of New Accesses off A3102 (East), Marlborough Road (West) & Creation of Temporary Road Between & to the South of the Mainline Railway.

SECOND SCHEDULE: Royal Wootton Bassett, Wiltshire, SN47EH

Signed



Director for Economic Development & Planning

Dated: 08 June 2015

Notes -

- 1. This Certificate is issued solely for the purpose of Section 192 of the Town & Country Planning Act 1990 (as amended).**
- 2. It certifies that the use or development specified in the First Schedule taking place on the land described in the Second Schedule would have been lawful on the specified date and thus would not have been liable to enforcement action under Section 172 of the 1990 Act on that date.**
- 3. This Certificate applies only to the extent of the proposed use or development described in the First Schedule and to the land specified in the Second Schedule and identified on the attached plan. Any use or development which is materially different from that described or which relates to other land may render the owner or occupier liable to enforcement action.**
- 4. The effect of the Certificate is also qualified by the proviso in Section 192 (4) of the 1990 Act, as amended. This states that the lawfulness of a described use or operation is only conclusively presumed where there has been no material change before the use is instituted or the operations begun in any manner relevant to determining such lawfulness.**
- 5. Your attention is drawn to the rights of appeal you have against the Council's decision, contained in Section 195 of the Town and Country Planning Act 1990 (as amended). Any appeal must be lodged within 3 months of the date of this decision.**

CASE OFFICER'S REPORT

Application Reference: 15/04898/CLP
Date of Inspection: N/A
Date site notice posted: N/A
Date of press notice: N/A

POLICIES

Part 4 (Temporary Buildings and Uses) Class A of the Schedule to the Town and Country Planning (General Permitted Development) Order 1995 (as amended)

ISSUES

The proposal relates to the creation of a temporary road at land southwest of Royal Wootton Bassett.

The land subject of the application is arranged as a linear strip falling within a single agricultural holding located to the south/southwest of the town of Royal Wootton Bassett. The neighbouring land to the north falls within the operational boundaries of the railway network operator, being predominantly comprised of the railway cutting associated with the main Bristol – London line. This operational land includes substantial linear yard located approximately halfway along the roughly 600m length of track between the main A3102 Hunts Mill Road/Bath Road into Royal Wootton Bassett and the Marlborough Road linking the town to its small proportion of built development to the South of the line. Both roads bridge the railway line; the Hunts Mill/Bath Road bridging it twice including one heavily skewed bridge in order to traverse the split railway line, the northern element heading directly to Bristol and the southern line incorporating stops at Chippenham and Bath. The application site departs from Hunts Mill Road a short distance to the North of the Brinkworth Brook, skirting over this and across a mixture of arable and pasture fields to rejoin the highway at Marlborough Road, to the immediate North of the rear gardens of the properties on Dunnington Road.

A Certificate of Lawfulness is sought in respect of proposed engineering operations along the application site to create a temporary relief road. The electrification of the Bristol-London mainline requires significant alteration of the south-western A3102 skew bridge and Marlborough Road bridge in order to provide appropriate clearance above the track to accommodate the new overhead line equipment (OLE). Given the substantial nature of the works, this will sequentially require the complete closure of the bridges for several weeks and months, diverting traffic accordingly. In the case of articulated vehicles for which many local roads are unsuitable, the existing highways arrangements in the area are such that this would incur a detour of up to 56km around the affected skew bridge at the A3102.

ASSESSMENT

Part 4, Class A of the GPDO allows for:

“The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land”

Clearly this is a broad-ranging right whose application must be considered with regard to each individual case, and it will be a matter of judgement on the part of planning officials, applicants, developers and potentially Enforcement Officers as to what may reasonably be considered to be

deemed permitted development not requiring planning permission in these terms. It is considered, however, that as a matter of principle, the provision of a temporary road surface would amount to 'works' in the sense set out in Paragraph A above. Turning to the location of the proposed works, it is agreed that the application relates to land adjoining the land on which operations (i.e. the electrification of the railway line) are being carried out. The fields through which the proposed temporary road is to run abut directly the railway cutting and yard area that can reasonably be considered collectively as the operational railway land on which electrification is to take place. The application site is also mostly within c.40m of this land and significantly closer in places. Certainly, this would be a reasonable conclusion in respect of any proposals for development adjoining operational railway land under Part 17 of the GPDO (Development by Statutory Undertakers), Class A, which itself is not applicable in this instance as the proposed works absolutely do not in themselves have any effect on "*the movement of traffic by rail*".

The potential implications of taking an alternative route using only A-classified routes comprising A3102 to Calne, A4 to Beckhampton, A4361/A4289 to Swindon and the remaining stretch of the A3102 back to Royal Wootton Bassett are clearly severe. It is considered that this is a significant material factor in judging whether, in all reasonableness, the works are '*required temporarily in connection*' with the specific operations to the railway bridges. The railway bridge works and necessary road closures associated with them are discrete operations with a definitive start and end date defined for the purposes of this application as the date on which the relevant road is closed and the date on which it is re-opened. The bridge works can also be attributed to a specific and time-limited operation (i.e. electrification), which is to take place along the entire length of railway line adjacent to the affected land. As such, it is considered that the proposed works are reasonably required temporary in relation to the aforesaid operation.

For the reasons given above, it is considered that within the strict terms of the road closures related to railway electrification works between the Hunts Mill/Bath Road and Marlborough Road, the proposed works are permitted development under Part 4 Class A and planning permission is not required in respect of the development. Should the retention of the road be sought subsequently to this period, this will require submission of a full planning application. Although the GPDO does not impose any requirement for further supporting information, a planning application to make permanent the works would nonetheless require the submission of relevant information including, but not limited to, suitable appraisals and methodologies in respect of landscape, ecology and local highways impact.

RECOMMENDATION

That the proposed works are lawful for the time during which the affected section of the A3102 is closed for works, pursuant to the limitations of Part 4 Class A of the Schedule to the GPDO, to which end informatives should be added to any decision as follows:

INFORMATIVE TO APPLICANT:

That applicant is request to note that the above decision in respect of the proposed works relates only to the periods during which the affected sections of the A3102 Hunts Mill/Bath Road and Marlborough Road are closed, before and after which time the works are not considered 'reasonably necessary' as a temporary engineering operation and therefore will not be lawful under Part 4 of the General Permitted Development Order (as amended).

INFORMATIVE TO APPLICANT:

The applicant is requested to note that this decision reflects the view of the Local Planning Authority in respect of the lawfulness of the proposed works, and is given without prejudice to any other requirement in relation to private land rights, ecological protection or to highway adoption or other highways works under S38 and/or S278.

Wiltshire Council

Council

14 July 2015

Item 17 - Councillors' Questions

From Councillor Chris Hurst, Royal Wootton Bassett South Division

**To Councillor Toby Sturgis, Cabinet Member for Strategic Planning,
Development Management, Strategic Housing, Property and Waste**

Question 4

What public consultation took place before the decision to reduce the number of days the County's household recycling centres are open for?

Response

As part of the budget setting process the Overview and Scrutiny Management Committee was asked to approve and scrutinise the budget proposals and Wiltshire Council's Financial Plan Update 2015/16. Cabinet considered its findings as well as feedback from four public meetings held across the county from 26 January to 5 February. Trade union feedback was sought at the Group Leaders meeting held on 5 February.

Item 17 - Councillors' Questions

From Councillor Helen Osborn, Trowbridge Lambrok Division

**To Councillor Toby Sturgis, Cabinet Member for Strategic Planning,
Development Management, Strategic Housing, Property and Waste**

Question 5

Please could you update us on the current status of the Wiltshire Council owned property – Court Mills in Trowbridge:

- a. Is it on the market?
- b. When is it likely to be sold?
- c. What non domestic rates are the Council paying on this property?

Response

- a) The property is approved for disposal. We are currently undertaking due diligence on the site before putting it on the market.
- b) It will go on the market within the next 3 months, with a 3 month marketing period. Final sale date will depend on interest, conditional/unconditional offers, planning consent etc.
- c) There is no NNDR liability for 2015/16 as it is a listed building and is empty, therefore NNDR exempt.

Item 17 - Councillors' Questions

From Councillor Chris Caswill, Chippenham Monkton Division

**To Councillor Toby Sturgis, Cabinet Member for Strategic Planning,
Development Management, Strategic Housing, Property and Waste**

With the permission of the Chairman, these questions on the Chippenham Site Allocations Development Plan Document (DPD) include revisions from their original submission, as received from Councillor Caswill on 10 July following the meeting of Cabinet on 9 July at which the DPD was discussed.

In general, several questions look for clarification of detailed modelling inputs, outputs and techniques. In recognition of this, Cabinet on 9th July agreed to facilitate a meeting to help promote understanding of the evidence.

Question 6

In a written answer given at the Cabinet meeting on July 9, I was told that the Council had written to a number of developers, including Chippenham 2020, that it would not "be an impediment" to any developments "which adjoined Council land". This was an indication that the Council would make its land available should it be included in an approved strategic site. There was no written answer to the question as to who made the decision to act in this way. Will you now provide that written information?

Response

A response will be provided for the meeting.

Question 7

At the same meeting, an answer was provided to why the Barrow Farm site had not been included. Among the reasons given was that it did not require quotes "improvements" to the road network and was largely dependent on a new link road for which planning permission has already been given. Would you not agree that these are reasons in favour rather than against?

Response

No. Unlike the Plan proposals for Rawlings Green and East Chippenham, additional development in Area A at Barrow Farm generates an additional burden on the road network without road infrastructure to counteract its effects.

The Plan proposals perform a lot better than an alternative scenario substituting a smaller scale of development at Barrow Farm in preference to East Chippenham. Average AM peak journey times are 12% faster than increasing development in Area A to in excess of 1,200 dwellings over the plan period. PM peak journey times are 13% faster. As might be expected with a significant amount of new development situated to the north of the town, increasing development in Area A also has negative impacts on the northern approaches to the town centre (Malmesbury Rd and B4069).

Question 8

Would you agree that the traffic analyses and conclusions in the two Transport and Accessibility Evidence papers by Atkins are crucial to the soundness of the selection of areas B and C? If so, why did the first Transport evidence report in October 2014 make no reference at all to the impact of additional traffic on Station Hill and Cocklebury Road?

Response

The Transport Assessments form part of the evidence leading to the selection of preferred areas B and C. The Chippenham Site Allocations Plan selection of sites is guided by six criteria contained in the Wiltshire Core Strategy. Two of the criteria relate to transport and accessibility. The first report from Atkins provided evidence on those two criteria. It provides an overview of the impact of different development scenarios and the suitability of strategic areas around the outside of the town for the development of strategic sites. This work was not intended to provide specific predictions of traffic flows on any particular roads or junctions.

Question 9

In their 2010 validation of the Chippenham traffic model which is now being used by the Council and its consultants, PFA Consulting stated that "S-Paramics is sensitive to the definition of the road network and the success of the model in reproducing the existing situation and forecasting changes in travel behaviour is largely dependent on the accuracy of the description of the road layout and geometry." Given that nothing is yet known about the road network in the future Rawlings Green development, how can the traffic model provide any serious evidence of the future impact on Station Hill of vehicles coming from the planned 650 Rawlings Green houses?

Response

See response to question 8. The model shows a percentage change in delay in AM and PM peaks with a reduction ranging between 40-80% on the current situation once the Cocklebury Link and Eastern Link Roads are in place and the levels of development proposed in the Plan have been built. A second access to the Monkton Park area will also reduce risks associated from relying on just one access point. Together this evidence is sufficient to justify the more general statement that '*the Cocklebury Link Road is forecast to offer additional transport benefits*'. Sufficient evidence points to this conclusion and it is not necessary to affirm this supposition by examining different road layouts or route alignments.

Question 10

Given the sensitivity of the traffic model to definitions of road networks, and the complete absence of any different defined routes for a southern or eastern link road, and of their connections to the associated developments, it is perhaps not surprising that the first Transport evidence report only offers a brief set of "indications" of the relative merits of a southern and an eastern link road. Yet this brief and inconclusive statement has been used throughout this process as a justification for proceeding with the eastern link road. Why do the Chippenham Site Allocation Plan papers include no recognition of these uncertainties or of the error margins on the indicated forecast of 20-25% longer journey times for the southern link road?

Response

Preferred areas for strategic sites were chosen by a process of considering all six of the criteria to Core Policy 10 of the Wiltshire Core Strategy, not just transport and accessibility. This is explained in the 'Site Selection Report, February 2015'.

The evidence is as certain as can be reasonably expected to support the Plan's proposals. It states that in transport and accessibility terms, the most preferable long term development strategy for Chippenham is to focus development to the north and east of the town. The Eastern Link Road through Strategic Areas A, B and C is proposed as the key piece of transport infrastructure required to unlock development potential. Sufficient evidence points to this conclusion and it is not necessary to affirm this supposition by examining different road layouts or route alignments.

Question 11

Paragraph 2.14 of the second Transport evidence report states that "Model outputs have been used to assess the relative differences between variants at a Chippenham-wide level, rather than focusing on specific roads or junctions. Specific road and junction performance would be highly dependent on development site access arrangements, for which sufficient detail is not currently available." (My underlining). Is this the reason why no evidence has been provided of the likely Why impact on Station Hill and the New Road junction of traffic from 650 houses in Area B and any traffic coming into the town centre from the proposed eastern link road? And no attention has been given to the pressures on a new junction between Cocklebury Road and the proposed Cocklebury Link Road?

Response

Attention has been paid to potential pressures on Cocklebury Road, as elsewhere on the network. The evidence clearly suggests there will be less pressure once the Cocklebury Link Road is complete. See response to question 9. The model shows scope for a reduction in delays expressed as a percentage range. Detailed site access arrangements will determine a more exact level of reduction.

Question 12

In spite of these reservations, paragraph 4.19 of the draft Chippenham Site Allocation Plan asserts that the proposed Cocklebury Link Road "will relieve current congestion that might otherwise worsen unacceptably on routes into and out of the

town centre.” When discussing improvements to the road network, paragraph 8.4 of the accompanying Site Selection Report asserts that the Cocklebury Link Road “may well be one of the most beneficial”. Similarly a written answer at Cabinet meeting forecast a reduction of between 40 and 80% on the current situation on Station Hill. Why do none of these assertions appeared to be accompanied by any evidence? What is the evidence for them?

Response

The statement is a result of testing development scenarios using the S-Paramics model of the Chippenham road network. It is not clear what specific further evidence is being sought and what further explanation can be provided. A meeting is being arranged to explain how the transport assessment work has been undertaken and to help answer this and other queries.

Question 13

Amongst the 50 changes proposed to the original Plan, is one (no. 6) which claims that the figures in the Plan take account of the brownfield developments in Chippenham, including those in Langley Park. In what way do they take account of those figures? Have they made any allowance for the stated intentions of the new Langley Park owners to increase the housing numbers on the site?

Response

The likely scale of housing development within the built up area is deducted from how much land is needed on Greenfield sites. The scale of development permitted at Langley Park is included in this calculation, which is a reasonable allowance. While it is recognised that this could change following approval of any revised planning permission currently there is no certainty that the numbers will increase to the level proposed. Notwithstanding, any changes to known commitments within the urban area (that could go up or down), only a small proportion of land requirements can be met using brownfield opportunities. The principle of needing to identify significant urban extensions to Chippenham is established in the Wiltshire Core Strategy.

Question 14

In the Appendix which lists 50 proposed changes to the Site Allocation Plan, changes number 31 and 38 only talk about “any improvements to the water supply and foul drainage network” needing to be put in place at a certain time. Does this not allow these improvements to be optional?

Response

No. This is wording suggested by the Environment Agency and simply reflects the fact that the precise scope for any works off and on-site will be determined at more detailed stages of the development process.

Item 17 - Councillors' Questions

From Councillor Chris Caswill, Chippenham Monkton Division

To Councillor Laura Mayes, Cabinet Member for Children's Services

Question 15

What progress has been made to date on an Action Plan to deliver the Council's Child Poverty Strategy?

Response

An action plan to deliver the Council's Child Poverty was developed in March 2015 by the multi-agency Wiltshire Child Poverty Steering Group. The action planned is themed in six sections to reflect work to achieve the five strategic objectives of the Council's strategy with an additional section relating to the continued development of key data sources to support effective work at the Community Area level.

The five strategic objectives are:

1. Provide effective support to vulnerable families with 0-5 year olds.
2. Narrowing the educational attainment gap.
3. Develop an inclusive economy that will enable equality of economic opportunity for all.
4. Provide locally focused support based on a thorough understanding of needs.
5. Promote engagement with the Child Poverty Strategy and related implementation plan.

Work is progressing well to support strategic objectives four and five through the development of Community Area Profiles which help to highlight the key issues relating to child poverty in each area – both positive and negative.

These profiles are central to achieving all of the strategic objectives identified within the strategy because the community area profiles include detailed information on educational attainment, the age breakdown of children living in poverty, health

indicators relating to poverty, and information on worklessness and unemployment for each community area. (An example of a community area profile is attached).

The Area Board chairs are currently meeting with officers to discuss the key issues for their areas that the child poverty profiles highlight for their area in order to inform engagement with the area board and its stakeholders to identify priorities for action and ensure links to existing work are made and strengthened.

This is particularly around the role of children's centres in joining up with midwives and health visitors to ensure a healthy start in the early years and to promote attachment between parents and their children. The evidence tells us that focusing on the early years has the greatest lifetime impact. The Council's work to roll out Baby Steps, an evidence-based antenatal education programme targeted at vulnerable families in Wiltshire, across the county is a good example of the way different organisations can work together to identify and support those families with the greatest needs. The programme is designed to help vulnerable parents cope with the pressures of having a baby recognising that pregnancy and the first months of a child's life are crucial and lay the foundations for their future.

In addition the Health Select and Children's Select Committees agreed to take a partnership approach to reviewing the topic of obesity and child poverty in the form of a joint task group which held its first meeting in June 2015 to identify key areas of work to progress and develop. The second meeting of this group is being held in July to consider learning and outcomes from the Obesity Summit held on 9 July and to agree terms of reference and methodology for the group.

Wiltshire Council

Council

14 July 2015

Item 17 - Councillors' Questions

From Councillor Chris Caswill, Chippenham Monkton Division

To Councillor Jonathon Seed, Cabinet Member for Housing, Leisure, Libraries and Flooding

Question 16

How many (a) individuals and (b) families are currently homeless in Wiltshire?
What were the comparable figures for July 2014 and July 2013?

Response

97 Homeless households in Temporary Accommodation
Of those 72 were households with children and 25 were single person households

What were the comparable figures for July 2014 and July 2013?

2014 - 118 Homeless households in Temporary Accommodation
Of those 96 were households with children and 17 were single person households

2013 - ~~2013~~ 129 Homeless households in Temporary Accommodation
Of those 98 were households with children and 27 were single person households

These comparable figures show a year on year reduction in homelessness in the County and a reduction over three years of 30%. However I remain concerned at any homelessness in the County and will continue to strive for reductions along with implementation of policies to provide accommodation for homeless people in our County.

Question 17

How many (a) individuals and (b) families has the Council housed in bed and breakfast accommodation in the last six months?

Response

A verbal answer will be provided at the meeting.

Wiltshire Council

Council

14 July 2015

Item 17 - Councillors' Questions

From Councillor Chris Caswill, Chippenham Monkton Division

To Councillor Keith Humphries, Cabinet Member for Health (including Public Health) and Adult Social Care

Question 18

What is the size of the cut in Wiltshire's public health budget as result of the £200 million reduction announced by the Chancellor on June 4? Is it a cut to the baseline? How will this reduction be implemented?

Response

No further announcements have been made by the Chancellor in regard to possible cuts in Public Health budgets and how they might be distributed between Local Authorities.

We estimate that the size of the cut to Wiltshire's public health budget could be in the region of £1.4m. As far as we are aware, with current limited information, it would be a cut to the baseline. We are reviewing our commissioning commitments whilst waiting for further details