

Appendix 3: List of Proposed Modifications

Since the publication of the draft Chippenham Site Allocations Plan proposed changes have been suggested as set out below:

- Proposed changes to the Plan considered and agreed at **Council meeting on 14 July 2015** following the Pre-Submission Consultation on the draft Chippenham Site Allocations Plan. These were made to respond to comments submitted during consultation or to add clarity to the Plan. They were submitted to the Inspector in July 2015 and have not been the subject of consultation (document library reference CSAP/02). These changes were given a straightforward number from 1 – 55.
- Proposed changes to the Plan suggested by the Council during the **Examination of the Plan**. The proposed changes arose either through evidence submitted by the Council in response to the list of main matters to be discussed at the hearings or through Statements of Common Ground agreed between Wiltshire Council and key stakeholders. These were submitted to the Inspector for consideration during the hearings and have not been consulted on. (Document library reference EX2a, EX9) These changes were given a number which relates to the chapter of the plan and then a numeric value eg 2/01

Further proposed changes to the Plan have arisen as part of the Schedule of Works that has been undertaken following the suspension of the Hearings in November 2015. These changes affect some of the previously published changes. For example an earlier change may now be deleted or an additional amendment is proposed to the text. For clarity all current changes are being published for consultation and have been given a new number with a suffix of S eg S2

The changes are presented below by Chapter order. In Table 1, the proposed change shows deleted text in ~~strikethrough~~ and new text in **bold**. Where a proposed change arising from the reassessment of evidence supersedes an earlier proposed change the earlier proposed change is also indicated in ~~strikethrough~~. In Table 2, each of the changes which have now been deleted are presented by Chapter order.

Table 1 Proposed Changes to the Plan from July 2015, October 2015 and April 2016

Change No.	Previous Change No	Page	Para	Reasons for Proposed Change	Proposed Change
Chapter 1 : Introduction					
S1	52	4	1.6	<p>Improve clarity</p> <p>Extracting existing evidence on heritage assets in the published evidence base and presenting it as a single Evidence Paper As originally submitted July 2015</p>	<p>Add at the end of the bulleted list:</p> <p>“Evidence Paper 7 : Heritage Assets”</p>
Chapter 2 : Context					
S2	1	8	2.6	<p>Improve context</p> <p>New text highlights important heritage assets forming a part of the context to the Plan</p> <p>As originally submitted July 2015</p>	<p>Insert additional paragraph 2.6a as follows:</p> <p>“The centre of Chippenham has a designated conservation area. The Chippenham Conservation Area Management Plan (Adopted April 2010 as Supplementary Planning Guidance) provides development guidelines, which include protecting the settings of these and other key assets within the town. The churches of St Andrew and St Paul have tall steeples and are prominent in views of the town. This prominence reflects a deliberate design intention, and</p>

					<p>the setting of these assets therefore includes the wider landscape in which they are experienced. There are a number of significant assets within the town including:</p> <ul style="list-style-type: none"> • Grade I listed The Ivy, The Yelde Hall and Sheldon Manor • Grade II* St Andrew’s Church, Hardenhuish House, St Paul’s Church and St Nicholas’s Church”
S3	53	10	Strategy box	<p>Improve accuracy</p> <p>Update reference to the Wiltshire Core Strategy to relate to the adopted Plan As originally submitted July 2015</p>	<p>Amend reference</p> <p>Wiltshire Core Strategy, adopted January 2015, paragraph 5.46 and 5.47 and 5.47a</p>
S4	2/01	10	2.3	<p>To improve consistency with the published evidence.</p> <p>Originally published October 2015</p>	<p>The A350 is one such barrier to development, but is also considered to be a clear and logical boundary to the town, which should not be breached by mixed use strategic site development during the plan period unless other options are exhausted.</p>
CHAPTER 3: Vision and Objectives					
S5	2	17	3.6	<p>Improves context</p> <p>Additional text clarifies the need that new improved infrastructure includes transport infrastructure encompassing the strategic</p>	<p>Amend paragraph 3.6 as follows:</p> <p>“It is important that housing delivery is managed throughout the plan period to ensure that it takes place in step with the provision of new infrastructure. As well as facilities forming a part of development, this may, for instance, include strategic highway improvements that may be required to</p>

				<p>road network</p> <p>As originally submitted July 2015</p>	<p>accommodate the impact of growth. The Core Strategy already identifies a number of improvements needed in Chippenham which need to be provided alongside development including enhanced health and emergency services. This is also recognised in the Infrastructure Delivery Plan (September 2013) which identifies extended GP services as prioritised essential infrastructure. The NHS and GPs in Chippenham are working towards a detailed proposal for delivering these enhancements. Sustainable construction and low-carbon energy will be integral to the development of all strategic sites.”</p>
S6	3	17	3.7	<p>Factual update</p> <p>Amended text reflects more precisely the Plan’s approach</p> <p>As originally submitted July 2015</p>	<p>Amend paragraph 3.7 as follows:</p> <p>“In relation to primary education there is a desire to rationalise primary school provision to include more two form entry schools as this size has advantages in revenue funding, sustainability and in teaching and learning. The revenue funding advantages include being able to achieve significant economies of scale, being more able to employ specialist staff and having a larger base budget that is more able to cope with fluctuations in income that result from changing pupil numbers. The proposals of the plan should seek to enable this change therefore focus on provision for two form entry primary schools as a part of the development of strategic sites.”</p>
S7	4	17	3.8	<p>Improve context</p> <p>Additional text explains how this objective requires traffic impacts on the wider road</p>	<p>Amend paragraph 3.8 as follows</p> <p>“Improvements are planned to improve how the A350 works and development at Chippenham must not undo these benefits. Congested road corridors and junctions within the</p>

				<p>network to be managed, in particular M4 junction 17.</p> <p>As originally submitted July 2015</p>	<p>town impede and can deter travel to the town's businesses, services and facilities. In particular, congestion in and around the town centre, as recognised by the Chippenham Vision, needs to be addressed as a part of planning for the town's growth. This also goes for management measures to prevent negative impacts on junction 17 of the M4 motorway. Joint working with Highways England helps to identify the cumulative impacts of growth on the strategic road network and will inform measures to improve junction 17."</p>
S8	5 3/01	18	3.11	<p>Improve clarity</p> <p>Amend the text to clarify that heritage assessment was a key part of this evidence alongside landscape impact.</p> <p>Correct typographical error</p> <p>As submitted July 2015 incorporating proposed change 3/01</p>	<p>Amend paragraph 3.11 as follows</p> <p>"The allocation and development of strategic sites will inevitably bring about fundamental change from rural to urban to areas around the town. The landscape surrounding Chippenham provides the setting to the settlement, defining its edges and also providing characteristic glimpses from the town out to the countryside. Evidence Paper 4: Landscape Assessment(26) also raised specific concerns about protecting the setting and historic value of the conservation areas and heritage assets within each Strategic Area. Development should seek to respect the important landscape features that make up this character and look to capitalise on opportunities to protect and enhance local heritage assets as well as biodiversity."</p>

	Change No	Page	Para	Reasons for Proposed Change	Proposed Change
CHAPTER 4: Development Strategy					
S9	6	21	4.3	<p>Improve clarity</p> <p>An additional sentence helps clarify how the scale of Greenfield land required has been estimated.</p> <p>Updated to include further changes April 2016 reflect published housing land supply assessment</p>	<p>Amend paragraph 4.3 as follows</p> <p>“The data included in the Wiltshire Core Strategy identified that land for a further 2,625 new homes would be required at Chippenham to meet the at least 4,510 homes to be built by 2026. However, figures for housing supply are constantly changing, for example, since these were first published a further large site at Hunters Moon has been granted permission subject to the signing of a Section 106 Agreement. Figures also take account of brownfield sites identified in Core Policy 9 of the Wiltshire Core Strategy and the Chippenham Central Area Master Plan such as redevelopment proposals at Langley Park. The latest housing land supply statement assessment therefore indicates that the residual requirement at Chippenham is now at least 4,935 1780 homes.”</p>
S10		21	4.4	<p>Improve clarity</p> <p>New change April 2016</p>	<p>Amend first sentence as follows:</p> <p>“The Housing commitments at April 2014 form part of the development strategy for Chippenham as it is assumed the housing arising from the commitments will be built within the plan period and will ensure the overall scale of growth proposed in the core strategy is achieved.”</p>
S11	7	21	4.5	<p>Factual update</p> <p>Removing the reference to school provision reflects</p>	<p>Amend paragraph 4.5 as follows:</p> <p>“This site for 750 homes and 2.7 hectares of employment land (12/00560/OUT) was approved subject to the signing of a section</p>

				<p>revised requirements and the introduction of Community Infrastructure Levy.</p> <p>As originally submitted July 2015</p> <p>New change April 2016</p>	<p>106 agreement in April 2014. The final determination of the planning application and future applications on the site will be made in accordance with the relevant policies within the Wiltshire Core Strategy as well as the infrastructure requirements for Chippenham as a whole, as identified within the Chippenham Site Allocations Plan and the Infrastructure Delivery Plan. This site will deliver:</p> <p>“This site will deliver:</p> <ul style="list-style-type: none"> • A link road between Malmesbury Road (A350) and Maud Heath Causeway which will become the first section of an eastern link road through to the A4 • Provision for the long term protection and management of Birds Marsh Wood • Land for a one form entry primary school <p>Contributions to include: public open space, leisure provision, highway improvements and education contributions.”</p>				
S12	8	22	4.6	<p>Factual update</p> <p>Removing the reference to school provision reflects revised requirements and the introduction of Community Infrastructure Levy</p> <p>As originally submitted July 2015</p>	<p>Amend paragraph 4.6 as follows</p> <p>“This site will deliver:</p> <ul style="list-style-type: none"> • Off-site highways works including to Pheasant roundabout; • Provision of new bus to allow dedicated service to run through the site; • The delivery of land for a primary school; • New Hill Top Park of 4.5 hectares; • Contributions to include: public open space, leisure provision, highway improvements and education contributions.” 				
S13		22	Table 4.1	<p>Factual update</p> <p>New change April 2016</p>	<p>Amend table 4.1 as follows:</p> <table border="1"> <tr> <td>Core Strategy</td> <td>Completions</td> <td>Commitments</td> <td>Residual</td> </tr> </table>	Core Strategy	Completions	Commitments	Residual
Core Strategy	Completions	Commitments	Residual						

					<table border="1"> <tr> <td>Requirement</td> <td>2006-2014 2015</td> <td>April 2014 2015</td> <td>Requirement</td> </tr> <tr> <td>4510</td> <td>995 1015</td> <td>1580 1715</td> <td>1935 1780</td> </tr> </table>	Requirement	2006-2014 2015	April 2014 2015	Requirement	4510	995 1015	1580 1715	1935 1780
Requirement	2006-2014 2015	April 2014 2015	Requirement										
4510	995 1015	1580 1715	1935 1780										
S14		22	Table 4.2	<p>Factual update</p> <p>New change April 2016</p>	<p>Amend table 4.2 as follows:</p> <table border="1"> <tr> <td>Core Strategy Requirement</td> <td>Completions 2006-2014 2015</td> <td>Commitments April 2014 2015</td> <td>Residual Requirement</td> </tr> <tr> <td>26.5ha</td> <td>0ha</td> <td>5.0ha</td> <td>21.5ha</td> </tr> </table>	Core Strategy Requirement	Completions 2006-2014 2015	Commitments April 2014 2015	Residual Requirement	26.5ha	0ha	5.0ha	21.5ha
Core Strategy Requirement	Completions 2006-2014 2015	Commitments April 2014 2015	Residual Requirement										
26.5ha	0ha	5.0ha	21.5ha										
S15		23-25	4.10-4.24	<p>Improve context</p> <p>Replacement text reports the enhanced methodology and summarises the revised proposals</p> <p>New change April 2016</p>	<p>Delete paragraphs 4.10 to 4.24 and replace as follows:</p> <p>“Methodology</p> <p>4.10 The Wiltshire Core Strategy sets a minimum amount of additional housing and employment for Chippenham between 2006 and 2026. It also establishes a set of six criteria to guide Chippenham’s expansion (the Core Policy 10 criteria). These form the central basis for selecting ‘strategic sites’. A strategic site assessment framework was developed to define how the Core Policy 10 criteria are interpreted and was informed by comments from the community and other stakeholders.</p> <p>4.11 The WCS identifies, diagrammatically, a set of indicative strategic areas located east of the A350 as potential areas of future expansion for strategic mixed use sites.</p>								

					<p>The ‘strategic areas’ are defined by barriers such as main roads, rivers and the main railway line. Land west of the A350 is not considered a reasonable alternative for the allocation of strategic sites. The Council's reasoning is set out in Briefing Paper 2, which explains the definition of strategic areas.</p> <p>4.12 The strategic areas and options for strategic sites have been assessed using sustainability appraisal. Sustainability appraisal performs a similar task to the strategic site assessment framework and reports on likely environmental, social and economic effects of the options in order to inform decision making. This work has been carried out independently to the council.</p> <p>4.13 Each of the strategic areas has been assessed to see how they perform against the criteria contained in the core strategy as well as the sustainability appraisal. A result of that process was to suggest different patterns for the town’s growth involving different strategic areas. These are termed ‘development concepts’.</p> <p>4.14 Based on information in the Council’s Strategic Housing Land Availability Assessment more than twenty potential strategic site options were examined. An assessment of these sites removed those that could not realistically be considered developable, suitable and achievable, reduced the number to 14 site options that were the looked at in greater detail using both sustainability appraisal and an assessment of their strengths, weakness, opportunities and threats in terms</p>
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					<p>of how they performed against the guiding criteria contained in WCS Core Policy 10. Based on these assessments and how well each strategic site option fitted with a development concept, four alternative strategies were compared, again using sustainability appraisal and SWOT assessment, and a preferred strategy selected. The process is set out diagrammatically below:</p> <p>4.15 A preferred strategy has been selected and modified to take account of the risks and constraints identified through the assessment process. These proposals have also been subject to sustainability appraisal. As a result of this process the preferred strategy is summarised below.</p> <p>4.16 SW Chippenham is an immediate phase of development geared to provide deliverable land for employment and housing. The proposals are to meet the great majority of land required urgently for employment development on an 18ha site at Showell Farm. This will provide serviced land for a variety of business uses.</p> <p>The Proposals</p> <p>4.17 The assessment of strategic areas, site options and alternative strategies is set out in detail in the Chippenham Site Allocations Plan: Site Selection Report (April 2016) The preferred strategy represents a combination of development concepts that capitalise on</p>
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					<p>the locational advantage of the A350 corridor.</p> <p>4.18 The Council has already granted consent for a significant development north of Chippenham, located in Area A (see above) for a mix of uses including up to 750 new homes (Land at North Chippenham 12/00560/OUT). This development would have access to the A350 and it would provide a road built to a distributor road standard offering the opportunity for it to have a wider role in the network. This road can also provide a clear visual and man-made boundary to the town. The evidence suggests that further development north would have detrimental landscape and ecological effects, in particular with respect to cumulative impacts on the value of Birds Marsh Wood County Wildlife site, and fails to meet Criterion 5 (Landscape) of Core Policy 10 without offering significant benefit over and above the development already permitted.</p> <p>South West Chippenham</p> <p>4.19 Within Area E, SW Chippenham is an immediate phase of development geared to provide deliverable land for employment and housing. The proposals are to meet the great majority of land required urgently for employment development on an 18ha site at Showell Farm. This will provide serviced land for a variety of uses. Landscape impacts are acceptable and land for employment development is well located and can be brought forward relatively quickly. The SW Chippenham allocation comprises the Rowden Park site which is</p>
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					<p>identified for approximately 1,000 new dwellings and 18ha land for employment and additional smaller extension sites identified for approximately 400 new dwellings. The housing trajectory indicates that about 1400 dwellings could be built in the remainder of the Plan period, looking to 2026 (see Table 6.1).</p> <p>Rawlings Green</p> <p>4.20 Rawlings Green is a prominent area where development may have a wide landscape impact. Detrimental effects would need to be mitigated by an appropriate design and layout. Proposals require a low density of development and extensive strategic landscaping is identified for development at Rawlings Green. This would be capable of accommodating up to 650 new dwellings and 5ha of land for employment generating uses. Up to 200 new homes could be accommodated before a new link road is needed to connect the site over a new railway bridge to the distributor road provided as part of the North Chippenham development in Area A. This new road link will continue through the site to Monkton Park, which would provide a new access route to the A350 for the north of the town avoiding the town centre. It will serve the development itself and relieve current congestion that might otherwise worsen unacceptably on routes into and out of the town centre.</p> <p>4.21 The two sites can accommodate a total of approximately 2,050 homes although it is possible that</p>
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					<p>not all this number will be built within the plan period to 2026. At a late point in the current plan period land allocated land will contribute to meeting housing requirements for the next plan period and reduce the potential for a fall off in housing supply while a new plan is emerging for the period beyond 2026. The scale of development recognises the additional complexity of ensuring deliverable. The amount of land allocated results in a scale of development that therefore exceeds the requirements set out in the Wiltshire Core Strategy. It is justified by the need for continuity in the provision of land for business and jobs as part of an employment led strategy. A choice of new locations for new homes provides a flexible choice of deliverable sites in terms of a range of potential house builders and the choice of homes. It also recognises that not all large strategic sites will be completed in the Plan period and the risks associated with the greater level of complexity involved in the delivery of large strategic sites.</p> <p>4.22 Development at Rawlings Green involves building new roads in step with the development in order to ensure there are no unacceptable traffic impacts and so that the wider benefits to the network are achieved as soon as possible. The proposals also include large new areas along the River Avon for country parks. These will provide easier and direct public access to the countryside for all residents and visitors. They will also include areas set aside to be managed to protect and improve their nature conservation value. As a substantial corridor of land it also provides</p>
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					<p>opportunities for new and improved cycle and pedestrian links around the town, as well as to and from the town centre. These proposals go a substantial way to fulfilling a longstanding aspiration to capitalise on the River Avon as an asset to the town.</p> <p>4.23 The proposals in the Chippenham Site Allocations Plan must be read in conjunction with the Wiltshire Core Strategy. Proposals for new development will be considered against all relevant policies, including those relating to place shaping and high quality design. As with all planning applications the general policies, for example affordable housing (Core Policy 45), sustainable construction (Core Policy 41), high quality design (Core Policy 57) in the adopted Wiltshire Core Strategy apply to the consideration of these sites. The developers of strategic sites will prepare Sustainable Energy Strategies setting out how proposals meet carbon reduction targets, and identifying how maximum targets can be achieved, particularly where lower cost solutions are viable (such as Combined Heat and Power).”</p>
S16	10 4/01	25	4.23a	<p>Improve clarity</p> <p>To clarify the relationship between policies CH1-3 and the role and purpose of master plans</p>	<p>Insert sub heading after paragraph 4.23 Consideration of planning applications and new paragraph 4.23a after existing:</p> <p>“<u>Master plans</u></p> <p>The following proposals establish the principles of development at South West Chippenham and Rawlings</p>

				<p>Updated to include further changes in October 2015 and April 2016 to remove reference to East Chippenham</p>	<p>Green and East Chippenham based on evidence prepared that is appropriate to plan making. Each policy also requires any application to be informed by a master plan which will reflect additional evidence prepared at a level of detail to support a planning application as well as the principles and requirements established in policies CH1 and CH2 and CH3. Such evidence will include, but is not limited to a Landscape and Visual Impact Assessment, Heritage Assessment, Biodiversity Report, surface water management plan, Flood Risk Assessment and Highways Statement. Such new evidence can be used as a material consideration when considering a specific planning application. A master plan will refine and provide a more detailed distribution of land uses for each site than that shown in the indicative plans (figures 5.1-3). Further detailed landscape assessment may suggest boundaries that have a better visual impact. A minor variation in site boundaries from those on the policies map may therefore be justified on new evidence presented at the time of the application on landscape grounds.</p> <p>Adopted standards for provision to meet leisure and recreation needs will be applied to each of the proposals. An audit of existing open space assets concludes that Chippenham does not have a shortage of outdoor sports provision. A shortage of amenity green space, parks and areas for informal recreation is addressed by provision for substantial open space by proposals contained in policy CH4.</p>
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					A master plan will also include an explanation and show the nature and location of surface water management measures.”
S17		26	Figure 4.1	Improve clarity New change April 2016	Replace figure 4.1 as shown in appendix 1.

	Change No	Page	Para	Reasons for Proposed Change	Proposed Change
CHAPTER 5: Site Allocations					
South West Chippenham					
S18	11, 12, 13, 14, 15, 16, 5/04, 5/05		CH1	<p>To reflect proposed amendments to the South West Chippenham allocation</p> <p>The policy amendment incorporates Council changes 11, 12, 13, 14, 15, 16 and Examination Changes 5/04, 5/05 as set out in the Statement of Common Ground with Crest Nicholson and Redcliffe Homes.</p>	<p>Amend policy CH1 as follows:</p> <p>Policy CH 1</p> <p>South West Chippenham</p> <p>Rowden Park Site</p> <p>Approximately 171ha of land at South West Chippenham, as identified on the policies map, is proposed for a mixed use development to include the following:</p> <ul style="list-style-type: none"> • 1,000 dwellings • 18ha of land for employment (B1, B2, and B8 uses of the Use Classes Order) adjacent to the A350 • Land for a 2 Form Entry primary school • A local centre • Approximately 100ha 104ha as a riverside country park • strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting • no more than 800 homes to be completed before the Cocklebury Link Road (from the A350 to Cocklebury Lane) is open for use or a set of comprehensive transport improvement measures of equivalent benefit <p>Development will be subject to the following requirements:</p>

				<ol style="list-style-type: none"> 1. surface water management that achieves equivalent or less than current Greenfield rates of run-off 2. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development 3. A marketing strategy to be agreed with Wiltshire Council and carried out to ensure the early release of serviced land for employment is available for development before the completion-occupation of the 50th dwelling 4. a pedestrian and cycle route across the River Avon connecting to the town centre enhanced routes for cycling and walking to and from the town centre 5. a design and layout that preserves or enhances the importance and settings to designated heritage assets 6. Design and layout of development must not prohibit a potential future road connection to land to the east 7. measures to enhance the character of the Rowden conservation area <p>Development will take place in accordance with a main masterplan for the site, as shown on the policies map, approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.”</p> <p>Smaller Extension Sites</p> <p>Approximately 11ha of land at South West Chippenham, as identified on the policies map, is proposed for mixed use development to include the following:</p>
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					<ul style="list-style-type: none"> • Up to 400 dwellings • strategic landscaping and open space to retain and reinforce existing hedgerows and establish new areas of substantial planting <p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. functional integration with the main site in terms of meeting local community needs and traffic management 2. that adequate infrastructure is available to serve the needs of the development 3. financial contributions towards provision of new schools and other infrastructure necessary to enable development to proceed 4. surface water management that achieves equivalent or less than current Greenfield rates of run-off 5. a design and layout that preserves the importance and settings to designated heritage assets
S19	16	29	CH1	<p>Improve clarity</p> <p>Each allocation policy refers to the need for a master plan to support any planning application. It aids the clarity of the plan to explain the relationship between the plans policies, the master plan process and the evidence necessary to support a planning</p>	<p>Amend final sentence of CH1 as follows:</p> <p>“Development will take place in accordance with a master plan for the site approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.”</p>

				application.	
S20		30	Figure 5.1	Improve clarity New change April 2016	Replace figure 5.1 as shown in appendix 1.
S21		31	5.1	Improve effectiveness New change April 2016	Amend paragraph 5.1 as follows: “The development of this area requires a comprehensive treatment to the western side of the River Avon south of Chippenham. To support a supply of deliverable land, treatment of the site will be divided between the Rowden Park site and smaller extension sites. The Rowden Park site comprises the site allocation as shown on the Policies Map excluding the smaller extension sites. This will provide a mixed use development. Much smaller sites are likely to provide additional housing once the Rowden Park site progresses and as the urban area is extended outwards from the town. Development will therefore be led by a single master plan for a predominant part of the site, the Rowden Park site, as shown on the policies map. Proposals for this site are well advanced and this site will set in place employment land, land for a new school and other infrastructure. It is envisaged that further opportunities for development will arise as development envelopes the other parcels of land, , but as the detailed design and timing of these sites has yet to be determined, they need not form part of the Rowden Park site masterplan.”
S22	17 5/06	31	5.2	Improve clarity Remove unnecessary	Amend paragraph 5.2 as follows: “A key element of these proposals is the early release of serviced land for employment development for a range of uses.

				<p>wording.</p> <p>As previously published in July 2015 incorporating examination Change 5/06 as set out in the Statement of Common Ground with Crest Nicholson and Redcliffe Homes.</p>	<p>With easy access to the A350 and M4 premises within an attractive environment the area will accommodate existing local businesses looking to expand and attract inward investment from further afield. The Council with its partners will play a proactive role in partnership with developers in order to ensure development can take place, by marketing the site, brokering discussions with interested businesses and exploring other initiatives in collaboration with the Local Enterprise Partnership. Development of the site will deliver serviced land, with road access, utilities and communications infrastructure, as part of a first phase of development. A marketing strategy to be agreed with the Council will include details of the marketing campaign and site particulars. The marketing campaign should include (i) On site marketing boards displayed throughout the period in which the property is being marketed (ii) Registration on the Council’s Commercial Property Database (iii) Web based marketing. Site particulars should include (i) Location Plan and description of the site (ii) Marketed Use of the Site including all options available to future owners (iii) Relevant Dimensions (iv) Relevant planning conditions or covenants (v) Known Costs.”</p>
S23	18	31	5.3	<p>Factual update</p> <p>Additional wording highlights the need for master planning to address issues around the rifle range currently operating within the site</p> <p>Updated to include further changes April 2016 to add</p>	<p>Amend paragraph 5.3 as follows:</p> <p>The Rowden Park site divides into three distinctive areas that will each help to retain the mature network of hedgerows and trees which with areas of greenspace will provide linkages through development to the wider countryside and retain the distinctive enclosed mature setting to the landscape. Master plan work must address environmental issues around Patterdown Rifle Range operating within the allocation. Detailed design should also recognise the generally higher level</p>

				reference to the main site	of the road to the town.”
S24	5/02	31	5.5	<p>To improve clarity</p> <p>Rephrase to better explain how Heritage Assets will be protected through the application process.</p>	<p>Amend paragraph 5.5 as follows</p> <p>The proposals include provision of a large area of informal open space that includes the historic features assets and landscape setting to the Rowden Conservation Area. Development should be set back from the edge of Rowden Conservation Area. Layout and design must preserve the importance of agricultural land as a setting contributing to the significance of Rowden manor and farm. The surrounding agricultural land contributes to the significance of Rowden Manor and farm, and the character and appearance of the Rowden Conservation Area. To ensure the significance of those affected heritage assets are safeguarded a further more detailed Historic Environment Setting Assessment will be required to inform the future Masterplan and the layout, design and appropriate distance of development from the boundary of the Conservation Area. Enhancing the attractiveness and improving access to this area will realise this area’s potential as an asset to the town for informal recreation and leisure. This includes interpretation of the Civil War battlefield and the buildings and setting to Rowden Manor. These elements will be considered in detail as a part of a historic assessment of the site which will inform the master plan.</p>
S25	S5/10	31	5.6	<p>Improve clarity</p> <p>New change to include further changes April 2016 to add references to the main site</p>	<p>Amend paragraph 5.6 as follows:</p> <p>“Land will be reserved within the scheme Rowden Park site for a two form entry primary school. The estimated needs generated by the development of the site itself do not by themselves require two forms of entry but reserving land allows for future expansion to accommodate the needs from</p>

					development elsewhere within the allocation or likely beyond the plan period.”
S26	21 5/01	31	5.7	<p>Improve clarity</p> <p>The amended wording clarifies the extent of transport improvements required as a part of the development.</p> <p>To improve consistency with the Chippenham Plan Habitats Regulations Assessment recommendation.</p> <p>As original proposed change July 2015 incorporating examination change 5/01</p> <p>Further changes April 2016 to reflect the</p>	<p>Amend paragraph 5.7 as follows:</p> <p>“A If a river footbridge is considered as part of the master plan process it should be located as sensitively as possible to avoid impact on riparian habitats and provide improved pedestrian and cycle links to the town centre avoiding busy roads and bat flight lines. A riverside country park will be managed to promote good pedestrian and cycle access to and from the town centre. Opportunities should also be explored to improve connections from the site to the Methuen Business Park”</p>
S27	22	31	5.8	<p>Improve context</p> <p>Additional text explains standards for additional open space and formal sports provision that will be required as a part of development</p> <p>As original proposed change</p>	<p>Additional sentence at the beginning of the paragraph 5.8 (See change 24 for footnote):</p> <p>“Development plan policies¹ set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development.”</p>

				July 2015	
S28		32	5.9	Improve clarity New Change April 2014 to reflect the SA.	Amend first sentence of paragraph 5.9 as follows: “The Pudding Brook area should be protected from development. The precise flood zone boundaries to the Pudding Brook will need to be defined and protected from development. ”
S29	24	31	Footnote	Improve clarity To clarify current and emerging policy As original proposed change July 2015	New footnote “ Policies CF2 and CF3 North Wiltshire Local Plan 2011-Adopted June 2006 are set to be replaced by a new policy resulting from a partial review of the Wiltshire Core Strategy. ”
S30	25	32	5.10	Improve clarity Additional text clarifies the most appropriate means to manage surface water and establishes the need to undertake water supply improvements as soon as possible. As original proposed change July 2015	Amend paragraph 5.10 as follows: “Pudding Brook is one such area. Any development impinging on designated groundwater Source Protection Zones must follow principles and practice necessary to safeguard them. Rates of surface water run off to the River must also remain at current levels or less in order to reduce the risk of flooding elsewhere. Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. Any improvements to the water supply and foul drainage network should also be put in place at the earliest opportunity. This must involve determining accurate boundaries to flood risk areas and a set of effective sustainable urban drainage measures. These must take account of ground conditions and ensure sufficient land is set aside at the master plan stage. ”
RAWLINGS GREEN					
S31		33	Figure	Improve effectiveness	Replace figure 5.2 as shown in appendix 1

			5.2	New change April 2016	
S32	26	32	CH2	<p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p> <p>As original proposed change July 2015</p>	<p>Amend bullet 4 of CH2 point as follows:</p> <p>“Distributor standard road That part of the Eastern Link Road from the B4069 Parsonage Way to the eastern boundary of the site, including connection over the main railway line , and a road from this distributor standard road Eastern Link Road to Darcy Close (Cocklebury Link Road)”</p>
S33	27	32	CH2	<p>Improve clarity</p> <p>The precise extent of country park will be determined through the master planning process. Inserting ‘approximately’ reflects this fact.</p> <p>As original proposed change July 2015</p>	<p>Amend bullet 6 of CH2 as follows:</p> <p>“a an approximately 10ha Country Park along the northern edge of new development linking to the existing recreation areas along the river to Monkton Park area.”</p>
S34	28	32	CH2	<p>Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>Amend requirement (2) in policy CH2</p> <p>“2. the connection to Darcy Close and a road crossing of the railway to be open for use before the completion of the the Eastern Link Road, completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of more than 200th dwellings”</p>

				As original proposed change July 2015	
S35	29	32	CH2	<p>Factual update</p> <p>Amend text to reflect the introduction of Community Infrastructure Levy charge rates whilst ensuring necessary school capacity and site viability</p> <p>As original proposed change July 2015</p>	<p>Amend requirement (3) in policy CH2</p> <p>“2. Financial contributions toward provision of new schools provision of sufficient school capacity to meet the needs created by the development.”</p>
S36	30	32	CH2	<p>Improve clarity</p> <p>Each allocation policy refers to the need for a master plan to support any planning application. It aids the clarity of the plan to explain the relationship between the plans policies, the master plan process and the evidence necessary to support a planning application.</p> <p>As originally proposed change July 2015</p>	<p>Amend final paragraph of policy CH2</p> <p>All other aspects of development will take place in accordance with a master plan for the site approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.”</p>
S37		32	CH2	New change April 2016	Additional criterion 5

				To ensure the development does not undermine the future development of the town	Design and layout of development must not prohibit a potential future road connection to land across the river to the south-east.
S38	31	34	5.11	<p>Improve clarity</p> <p>Additional text clarifies the most appropriate means to manage surface water and establishes the need to undertake water supply improvements as soon as possible.</p> <p>As originally proposed change July 2015</p>	<p>Amend paragraph 5.11 as follows</p> <p>“Connection to the drainage network will also require enhancements off site. Any improvements to the water supply and foul drainage network need to be put in place at the earliest opportunity. Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. This must involve determining accurate boundaries to flood risk areas and a set of effective sustainable urban drainage measures. These must take account of ground conditions and ensure sufficient land is set aside at the master plan stage.”</p>
S39		34	5.12	<p>Improve effectiveness</p> <p>New change April 2016</p>	<p>Amend paragraph 5.12 as follows:</p> <p>“The site is prominent to a wide area. It forms a backdrop for westerly views from the River Avon floodplain, public rights of way, Tytherton Lucas and the Limestone Ridge. Development must avoid adversely affecting the rural and remote character immediately around the site and increasing the visual prominence and urban influence of Chippenham over a much wider area. In particular, development must have appropriate regard to the setting of Langley Burrell and Tytherton Lucas conservation areas beyond the site, as well Rawlings Farm, a listed building within. A strategic landscape scheme should:”</p>
S40	32	35	5.16	<p>Factual Update</p> <p>A revised rationale for this element of</p>	<p>Amend paragraph 5.16 as follows</p> <p>Land will be reserved within the scheme for a two form entry primary school. The estimated needs generated by the</p>

				<p>the scheme reflects new evidence on how best to provide local school capacity.</p> <p>As originally proposed change July 2015</p>	<p>development itself do not by themselves required two forms of entry but reserving land for future expansion likely beyond the plan period this school will also be necessary to meet needs generated by development at North Chippenham.</p>
S41	33	35	5.16	<p>Improve clarity</p> <p>Additional text explains standards for additional open space and formal sports provision that will be required as a part of development</p> <p>As originally proposed change July 2015</p>	<p>Additional sentence to paragraph 5.16 as follows (See change 24 for footnote):</p> <p>“Development plan policies¹ set out requirements for the additional open space and formal sports provision that will be necessary as a part of all new residential development.”</p>
S42		35	5.17	<p>Improve effectiveness</p> <p>New change April 2016</p>	<p>Amend paragraph 5.17 as follows:</p> <p>“The site is reasonably well located in relation to the town centre and development should include measures to enable as many trips as possible to the town centre to take place on foot, cycling or by public transport. This should include enhancing the attractiveness of the North Wiltshire Rivers Way. Open space will provide a connection to the river as a corridor for pedestrian and cycle access to the town centre. Nevertheless the site’s location will inevitably place strains upon existing traffic corridors into and out of the existing built up area, parts of which are already congested. The completion of new traffic</p>

					<p>routes including a bridge over the railway will do much to address such problems and ultimately should improve existing conditions. This new road infrastructure structure therefore needs to be provided as soon as possible. Road proposals should demonstrate how the design of the route minimises visual impact and effects on local amenity”</p>
S43	34	35	5.18	<p>Improve clarity</p> <p>Additional text clarifies retaining the opportunity to deliver the Eastern Link Road in the future.</p> <p>Change as originally proposed change July 2015 but reason updated April 2016</p>	<p>Additional sentence to paragraph 5.18 as follows:</p> <p>Land will be reserved in the vicinity of the western site boundary to facilitate the construction by a third party of a road over the river bridge to enable the Eastern Link Road to be completed. Provision will be made within a legal obligation to ensure that the connection is deliverable by a third party without land ransom”</p>
S44	S5/15	35	5.18	<p>Improve clarity</p> <p>New change April 2016 to reflect the role of the Cocklebury Link Road</p> <p>New paragraphs 5.19a-5.26h</p>	<p>Add additional sub-heading and paragraphs after paragraph 5.18</p> <p>Cocklebury Link Road</p> <p>5.19 a Rawlings Green is of a scale that it is necessary for it to have at least two different points of access.</p> <p>5.20 b It would not be acceptable for Rawlings Green to have one point of access to serve 650 dwellings. Neither, given its scale and location, would it be acceptable for it to be served by just two accesses. Development of the site requires construction of a link road from Cocklebury Road via Darcy Close to Parsonage Way and the B4069.</p> <p>5.21 c The overall result is a new route around</p>

					<p>Chippenham; a Cocklebury Link Road. This is necessary for development to be acceptable and is directly related to the development, appropriate in scale and kind. It will be an express part of any development scheme permitted and built by the site's developers.</p> <p>5.22 d Road improvements through Monkton Park have been carefully considered recognising the sensitivity of traffic levels to residents and the potential to worsen existing issues such as congestion and on-street parking.</p> <p>5.23 e Inevitably there are shorter term impacts before the link road is complete. In the absence of the Cocklebury Link Road, development at the 200 dwelling threshold for Rawlings Green is forecast to lead to a 30% increase in traffic flows on Cocklebury Road and up to a 55% increase in delay time experienced on the approach to the New Road / Station Hill junction, compared to the existing situation. This is expected to be a short term impact, as the Cocklebury Link Road would need to be open beyond the 200 dwelling threshold.</p> <p>5.24 f Once complete and the benefits of the Cocklebury Link Road, in particular for residents of Monkton Park, are:</p> <ul style="list-style-type: none"> • In pure infrastructure terms, the Cocklebury Link Road doubles road capacity for traffic entering and leaving the existing Monkton Park area – there would be two single-carriageway routes rather than the present one single-carriageway route; • With the Cocklebury Link Road open and 650 dwellings at Rawlings Green, traffic flows and delays on Cocklebury Road / Station Hill are
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					<p>forecast to be at levels that are similar to those experienced now; and</p> <ul style="list-style-type: none"> • When the complete Eastern Link Road is open, and dwelling numbers are at the levels proposed in the Chippenham Site Allocations Plan to 2026, traffic flows and delays on Cocklebury Road / Station Hill are forecast to be 10-15% lower than experienced now. <p>5.25 g Traffic modelling evidence justifies a threshold for completion of the CLR, at the latest, by the occupation of 200 new dwellings served via Darcy Close. This is a requirement of the proposal. Sufficient commercial incentive exists to ensure that developer will comply. The delivery framework explains responsibilities and additional steps necessary to co-ordinate timely completion.</p> <p>5.26 h The policies map shows geographically an alignment for the road.</p>
Chippenham Riverside Country Parks					
S45		40	Policy CH4	Improve clarity New change April 2016	<p>Amend first sentence of policy CH4 as follows:</p> <p>“Land adjacent to and relating to the River Avon running through the allocations at South West Chippenham and Rawlings Green and East Chippenham will be developed for use as country parks, to include the following uses.”</p>
S46		40	5.32	Improve clarity New change April 2016	<p>Amend penultimate sentence of paragraph 5.32 as follows:</p> <p>“A key role will also be for these areas to provide improvements to the rights of way network through introducing new green corridors, especially to and from the town centre but also other destinations like Abbeyfield School..</p> <p>“</p>

S47	49	40	5.33	<p>Improve clarity</p> <p>Amended text clarifies how the proposal will be taken forward through the planning process.</p> <p>Original proposed change amended to delete reference to CH3 April 2016</p>	<p>Amend paragraph 5.33 as follows</p> <p>“In order to ensure these objectives are achieved in a complementary and comprehensive manner the management and use of new country parks will be directed by a management plan that will be approved by Wiltshire Council with the involvement of local stakeholders and land owners alongside specialist interests such as the Wiltshire Wildlife Trust. The precise boundaries for the country parks will be determined as part of the management plan process. Master Plans for each strategic site proposal (CH1-2 3) will define the precise boundaries to country parks and will show pedestrian and cycle routes across them necessary to connect the new development and necessary for it to proceed.</p> <p>Indicative areas are shown on the policies map and in Figures 5.1 and 5.2 and 5.3 above It is envisaged that the long term management of the country parks will be secured through planning obligations relating to individual sites. Further work is being undertaken to develop the ownership, governance and detailed management of the Country Parks.”</p>
Strategic Transport Network					
S48				<p>Improve clarity New policy CH5 and supporting text</p> <p>Reason: To recognise the cumulative impact of development on the strategic transport network</p>	<p>Insert New Policy CH5 and paragraphs 5.34 and 5.35</p> <p>Policy CH5 Strategic Transport Network (A350 at J17 of M4)</p> <p>Work will be undertaken in collaboration with Highways England to develop and improve the Strategic Transport Network to support the objectives and policies of the Chippenham Site Allocations Plan. The following</p>

				<p>New Change April 2016</p>	<p>improvements to enhance the Strategic Transport Network will be progressed:</p> <ul style="list-style-type: none"> • Part signalisation of Junction 17 of the M4 to mitigate the cumulative impact of development on this junction and unlock Chippenham’s potential for growth as a Principal Settlement in Wiltshire. Further detailed study will be undertaken to agree a detailed scheme design which will incorporate protection for the geological SSSI associated with the west bound off slip road. <p>5.34 The strategic transport network is illustrated in Figure 4.1a of the Wiltshire Core Strategy [add footnote reference] and includes the M4 in Wiltshire as part of the Strategic Road Network (SRN) and the A350 as part of the Primary Route Network (PRN). Core Policy 66 of the Wiltshire Core Strategy establishes a commitment to maintain, manage and selectively improve the A350 corridor to support development growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster and maintain and enhance journey time reliability.[add footnote reference to Wiltshire Core Strategy core policy 66 and paragraph 6.174] In addition, as recognised at paragraph 2.16 of the Plan, the Swindon and Wiltshire Local Enterprise Partnership prioritise investment in improvements to the A350 which has resulted in the partnership securing funding for a A350 Improvement package through the Growth Deal [add footnote reference].</p> <p>5.35 Working in conjunction with Highways England, evidence has shown that the proposals of the Plan will have a cumulative severe impact on Junction 17 of the M4 which will</p>
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					<p>result in queuing on both the M4 mainline and the A350 at Junction 17 by 2026. This presents both a safety issue and operational performance issue which will result in reduced journey time reliability. [add footnote reference to the evidence] Policy CH5, above, recognises the need for the part signalisation of the junction to resolve these issues. Design and delivery of the proposed work will be agreed with Highways England and set out within the Chippenham Transport Strategy.</p>
Chapter 6					
S49		41	Figure 6.1	<p>Factual update</p> <p>New change April 2016</p>	Replace figure 6.1 as shown in appendix 1
S50		41	Table 6.1	<p>Improve clarity</p> <p>New change April 2016</p>	Replace table 6.1 as shown in appendix 1
S51	50	42	6.4 - 6.6	<p>Factual update</p> <p>Text amendments necessary with adoption of Community Infrastructure Levy</p>	<p>Amend paragraphs 6.4 – 6.6</p> <p>“In June May 2014 2015, Wiltshire Council submitted adopted a Community Infrastructure Levy (CIL) Draft Charging Schedule for independent examination Wiltshire Community Infrastructure Levy. CIL is a charge that local authorities in England can place on development in their area. The money generated through the levy will contributes towards the funding of infrastructure to support growth. From April 2015, The council will be is restricted in its ability to pool infrastructure contributions from new development through the existing mechanism of Section 106 agreements.</p>

					<p>The Draft Charging Schedule proposes has differential charging rates based on the type and location of development. The Draft Charging Schedule also proposes has a reduced CIL rate for residential development within the strategically important sites as identified in the Wiltshire Core Strategy. This is due to the higher cost of delivering the critical on-site infrastructure needed to unlock the development potential of these strategically important mixed use sites. However, as a result of the removal of the Chippenham strategic sites formerly allocated in the Core Strategy, there would is not be a reduced rate for the sites identified in this Chippenham Site Allocations Plan. To reflect the fact that the standard rate of CIL is to be charged for the strategic sites In Chippenham, the Council is seeking fewer off site funding contributions than usual because a much higher proportion of infrastructure investment will need to be sourced from the CIL. This avoids an unacceptable burden on developers but necessitates much closer collaboration and co-ordination around how CIL funds are used to support growth. As such, the council has proposed a change to the draft charging schedule through the CIL examination process so that the lower rates of CIL will apply to the allocations in the GSA Plan.</p> <p>An independent examiner, appointed to review the CIL rates proposed in Wiltshire, in January 2015 held two days of hearing sessions to consider the Draft Charging Schedule (and subsequent modifications) published by Wiltshire Council. Once the examiners report has been received, the council plans to adopt and formally implement the CIL charging schedule by April 2015. Planning applications determined after the published</p>
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					<p>implementation date will, if approved, be liable to pay CIL.”</p>
S52		44	6.14	<p>To add reference to existing and proposed monitoring framework to add clarity.</p> <p>New paragraphs 6.14a and 6.14b New change April 2016</p>	<p>Insert new paragraphs 6.14 a and 6.14b:</p> <p>6.14a To monitor the implementation of the CSAP the Council already has in place the Wiltshire Monitoring Framework (WMF) which was developed to support policies in the Wiltshire Core Strategy. The WMF is reported on in the Annual Monitoring Report (AMR). In relation to Chippenham the following indicators are included based on the Wiltshire Core Strategy proposals for the community area:</p> <ul style="list-style-type: none"> • Permissions granted or refused that support policy • NOMIS official labour market statistics (e.g. Ratio of resident workers to jobs). • % of new and converted dwellings on previously developed land. • Quantum of houses and employment land delivered since the start of the plan period. <p>In relation to the delivery of employment land the WMF also includes data collection on the quantum of land developed for employment by type across the whole of Wiltshire.</p> <p>6.14b The indicators listed above remain relevant to the delivery of the Chippenham Site Allocations Plan and will monitor the delivery of housing, employment land and the employment led strategy. In order to provide greater clarity for when a review of the Plan should be triggered and to ensure infrastructure is provided in a</p>

					<p>timely manner the following additional indicator will be added to the Wiltshire Monitoring Framework.</p> <p>Indicator: Average annualised total completions from allocated sites</p> <p>Target: 176 (1,935/11) dpa.</p> <p>Triggers for review (including assessing need to respond to any barriers to growth):</p> <p>a) 3 consecutive years where delivery of housing from the allocated sites is below 176 dpa following the adoption of the CSAP. b) Fewer than 880 dwellings built from within Chippenham site allocations by 2020.</p>
S53		45	6.15	<p>Improve effectiveness</p> <p>New change April 2016</p>	<p>Amend Paragraph 6.15 and add the following heading and text:</p> <p>“Risk Management</p> <p>A part of monitoring the effectiveness of the Plan will be to maintain a risk register. An outline of main risks is as shown in the table below. It will be a task of the group to manage risks by identifying responsibilities and different mitigation measures that are either preventative or contingencies.”</p> <p>Insert table 6.3 as shown in appendix 1.</p>
NEW CHAPTER: ‘GLOSSARY’					
S54	51			<p>Improve clarity</p> <p>Adding a glossary of terms removes scope for</p>	<p>Briefing Notes: A series of notes to provide background information on a number of recurring questions about the content of the plan and the process for preparing the plan</p>

				<p>ambiguity.</p>	<p>Cocklebury Link Road: A road from Parsonage Way, over the railway line and via Darcy Close to Cocklebury Road that provides a second access to Monkton Park.</p> <p>Core Strategy: A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.</p> <p>Eastern Link Road: A distributor standard road between the A350 Malmesbury Road and the A4</p> <p>Examination in Public (EiP) : An independent examination of draft plans.</p> <p>Evidence Papers: a set of documents that summarises the information described in the Strategic Site Assessment Framework. Separate evidence papers cover each of the Chippenham Core Strategy Criteria.</p> <p>Site Selection Report: A report explaining the Council’s choices of preferred areas and site options drawing on evidence guided by the Strategic Site Assessment Framework and Chippenham Core Strategy Criteria.</p> <p>Strategic sites: Major development that delivers a mix of uses, critically local employment as well as homes, but also all the infrastructure (for example: primary schools, community facilities, formal and informal recreation facilities and often local shops and services) necessary to</p>
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					<p>support the development of the site and wider impacts of significant growth (often funding contributions to facilities and infrastructure elsewhere made necessary by needs arising from development, for example, leisure facilities or bus services)</p> <p>Sustainability Appraisal (SA): An appraisal of the impacts of policies and proposals on economic, social and environmental issues.</p> <p>Strategic areas: The different broad directions for long term growth at Chippenham. Five areas have been identified for assessment. They are defined by significant obstacles to development such as transport corridors and the river and included on a diagram in suggested changes to the Wiltshire Core Strategy.</p> <p>Site options: detailed proposals for strategic sites. Located within a strategic preferred area, their extent is shown on an ordnance survey base. These include an estimated number of new homes and the area that will be developed for new employment. The proposals also include specific requirements for new infrastructure necessary to serve the development and other requirements to ensure it takes an acceptable form.</p> <p>Preferred area: The strategic area (or areas) that perform best when considered by the strategic site assessment framework and sustainability appraisal.</p>
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					<p>Strategic site assessment framework: How each of the six criteria set in the Wiltshire Core Strategy will be used to assess site options and strategic areas.</p> <p>The Chippenham ‘core strategy’ criteria (CP10 criteria): The six criteria setting out the principles guiding the selection of strategic sites around Chippenham, as established in Core Policy 10 (the Chippenham Area Strategy) of the Wiltshire Core Strategy.”</p>
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Table 2 Deleted Changes April 2016

Change No.	Previous Change No	Page	Para	Reasons for Proposed Change	Proposed Change
CHAPTER 4					
S55	9	25	4.21	<p>DELETED APRIL 2016</p> <p>Improve clarity The wording of the 5th sentence should be clarified to reflect the level of detail provided in the policy.</p>	<p>Amend paragraph 4.21 as follows “This area has no obvious features that form a logical natural boundary. A chosen site option creates a new potential boundary by taking a new distributor road to form a corridor that would provide visual containment and an attractive edge to the town following a similar approach used for the existing Pewsham area in the south of the town and as proposed at North Chippenham.”</p>
S56	4/02	24	4.21	<p>DELETED APRIL 2016</p> <p>To improve internal</p>	<p>.... This area has no obvious features that form a logical natural boundary. The chosen site option identified in Figure 4.1 suggests creates a new potential boundary by taking a</p>

				consistency of the Plan	new distributor road to form a landscaped corridor that would provide visual containment and an attractive edge to the town. The final detailed alignment of the new distributor road will be determined through the master plan process that is required to support any planning application and will be informed by detailed studies in relation to, for example, landscape impact, biodiversity, heritage assets and ground conditions.
S57	4/03	25	4.23	<p>DELETED APRIL 2016</p> <p>To acknowledge that a key outcome of the site selection process is the delivery of an eastern link road.</p>	<p>A key outcome of the development strategy is delivery of an Eastern Link Road.</p> <p>This will be provided as a part of the development of Rawlings Green and East Chippenham. Development committed at North Chippenham provides the northern section linking the A350 to the Rawlings Green proposal.</p> <p>Each of the Plan proposals involve the building of new roads in step with the additional development proposed in order to ensure there are no unacceptable traffic impacts and so that the wider benefits to the network are achieved as soon as possible. The proposals also include large new areas along the River Avon for country parks. These will provide easier and direct public access to the countryside for all residents and visitors. They will also include areas set aside to be managed to protect and improve their nature conservation value. As a substantial corridor of land it also provides opportunities for new and improved cycle and pedestrian links around the town, as well as to and from the town centre. These proposals go a substantial way to fulfilling a</p>

					longstanding aspiration to capitalise on the River Avon as an asset to the town.
S58	4/04	25	4.24b	<p>DELETED APRIL 2016</p> <p>To acknowledge that a key outcome of the site selection process is the delivery of an eastern link road.</p> <p>New paragraphs 5.19-5.26</p>	<p>4.24b Preferred areas for strategic sites have been selected using the six criteria contained in Core Policy 10 of the Wiltshire Core Strategy. Two of these concern transport and accessibility. They include, in the balance of considerations, how development might offer wider transport benefits for the existing community, how they achieve access to the local and primary road network and are capable of redressing transport impacts, including impacts affecting the attractiveness of the town centre.</p> <p>4.24c In assessing how to deliver these objectives the evidence suggested that there was an opportunity to capitalise on the dependencies which exist between strategic areas A, B and C to deliver growth and supporting infrastructure which is more advantageous, in transport and accessibility terms, than completely dispersed growth. [Insert footnote reference to paragraph 7.13, Part 1 of Evidence Paper 3]</p> <p>4.24d A link road around the town connecting the A4 to the A350 can help to relieve traffic within the built up area and particularly the town centre. Modelling traffic patterns shows a link north east of the town provides a greater benefit than south of the town. Such a link through Strategic Areas A, B and C can help unlock the town's long term development potential.</p>

					<p>4.24e New roads are necessary to serve the development of both Rawlings Green and East Chippenham. Each site requires more than one point of access onto the road network. The proposal therefore is that the main access roads for each development connect together and to that committed at North Chippenham so they deliver an Eastern Link Road that can provide infrastructure benefitting the whole town.</p> <p>4.24f The committed development at North Chippenham includes a road which will link the A350 from Malmesbury Road roundabout to the B4069. Proposals for Rawlings Green include the provision of the Cocklebury Link Road (defined in Policy CH2) to continue this road over the railway to serve the development and provide a second access from the Monkton Park area that allows traffic to avoid the town centre. The master plan for Rawlings Green will also consider provision of the Eastern Link Road from the junction with the B4069. The completion of the link over the river to the A4 is included as a requirement for the East Chippenham site.</p> <p>4.24g Proposals for East Chippenham will complete the link to the A4. Along with the precise alignment of the road, a detailed design treatment for the road corridor will be determined at the master planning</p>
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					stage of the development process for each proposal.
Chapter 5					
South West Chippenham					
S59	11	29	CH1	<p>DELETED APRIL 2016</p> <p>Incorporated into change S19 April 2016</p> <p>Improve clarity</p> <p>Area depicted as a riverside park in the planning application 14/12118 and within the control of the developer is a smaller area of 78ha. Amend requirement to say approximately 100ha to reflect position emerging in relation to planning application 14/12118 and allowing also requirements which emerge in the management plan for CH4.</p>	<p>Amend bullet point 5 as follows:</p> <p>‘ 104ha as a riverside country park’</p> <p>“Approximately 100ha as a riverside country park”</p>
S60	12	29	CH1	DELETED APRIL 2016	Amend requirement (2) in policy CH1

				<p>Incorporated into change S19 April 2016</p> <p>Factual update</p> <p>Amend text to reflect the introduction of Community Infrastructure Levy charge rates whilst ensuring necessary school capacity and site viability</p>	<p>“2. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development.”</p>
S61	13	29	CH1	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>Superseded by Statement of Common Ground with Crest Nicholson and Redcliffe Homes</p>	<p>Amend requirement (3) in policy CH1 “3. serviced land for employment is available for development before the completion occupation of the 50th dwelling”</p>
S62	14	29	CH1	<p>DELETED APRIL 2016 ncorporated into change S19 April 2016</p> <p>Improve clarity</p> <p>Amend text to reflect CH4. One of the purposes of the country park is to help integrate strategic sites with the</p>	<p>Amend requirement (4) in policy CH1</p> <p>‘ 4. a pedestrian and cycle route across the River Avon connecting to the town centre Enhanced routes for cycling and walking to and from the town centre”</p>

				town.	
S63	15	29	CH1	<p>DELETED APRIL 2016 Incorporated into change S19 April 2016</p> <p>Improve clarity</p> <p>Provide wording to match statutory duty to have regard to the need to preserve or enhance designated conservation areas</p>	<p>Amend requirement (5) in policy CH1</p> <p>“5. a design and layout that preserves or enhances the importance and settings to designated heritage assets”</p>
S64	5/04	29	CH1	<p>DELETED APRIL 2016 Incorporated into change S19 April 2016</p> <p>Examination Change 5/04 as set out in the Statement of Common Ground with Crest Nicholson and Redcliffe Homes.</p>	<p>Amend Policy CH1 as follows:</p> <p>No more than 800 homes to be completed before the Cocklebury Link Road (from the A350 to Cocklebury Lane) is open for use or a set of comprehensive transport improvement measures of equivalent benefit.</p> <p>Reason: To recognise that although the transport evidence highlights that cumulative impact of development need to be acknowledged and dealt with and the Cocklebury Link Road is necessary, that where CH1 SW Chippenham is concerned, there may be other appropriate transport solutions to mitigate the impacts.</p>
S65	5/06	29	CH1	DELETED APRIL 2016	Amend Paragraph 5.2 as follows

				<p>Incorporated into change S19 April 2016</p> <p>Examination Change 5/06 as set out in the Statement of Common Ground with Crest Nicholson and Redcliffe Homes.</p>	<p>“A key element of these proposals is the early release of serviced land for employment development for a range of uses. A marketing strategy to be agreed with the Council will include details of the marketing campaign and site particulars. The marketing campaign should include (i) On-site marketing boards displayed throughout the period in which the property is being marketed (ii) Registration on the Council’s Commercial Property</p> <p>Reason: To provide clarity on the content of a marketing strategy for the employment site.</p>
S66	20	31	5.5	<p>DELETED APRIL 2016</p> <p>Superseded by examination change S26</p> <p>Additional text clarifies how new development should best preserve the importance of an important heritage asset</p> <p>As original proposed change July 2015</p>	<p>Amend paragraph 5.5 as follows: “The proposals include provision of a large area of informal open space that includes the historic features assets and landscape setting to the Rowden Conservation Area. Development should be set back from the edge of Rowden Conservation Area.</p> <p>Layout and design must preserve the importance of agricultural land as a setting contributing to the significance of Rowden manor and farm. Enhancing the attractiveness and improving access to this area will realise this area’s potential as an asset to the town for informal recreation and leisure. This includes interpretation of the Civil War battlefield and the buildings and setting to Rowden Manor. These elements will be considered in detail as a part of a historic assessment of the site which will inform the master plan.”</p>
S67	19	31	5.4	<p>DELETED APRIL 2016</p>	<p>Delete from paragraph 5.4 as follows:</p>

				<p>Improve clarity</p> <p>It is not necessary as it refers to the area that is highlighted for residential development in Fig 5.1.</p> <p>As originally proposed change July 2015</p>	<p>“To help limit traffic impacts, housing development will commence adjacent to the B4528 between Showell Farm and Milbourne Farm toward the south of the allocation.”</p>
S68	23	31	5.9	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>Not necessary. Area is within the flood plain Through the delivery of green infrastructure this land will perform a biodiversity and visual function in addition to flood risk management. Opportunities for biodiversity enhancement will be included in the management plan for the country parks.</p> <p>As original proposed</p>	<p>Delete last sentence of paragraph 5.9:</p> <p>“An area in the northwestern part of the site around Patterdown should also be left undeveloped and incorporated into green space, enhanced for great crested newts through the creation of ponds and other wetland habitats, scrub and woodland”</p>

				change July 2015	
East Chippenham					
S69		36	CH3	DELETED APRIL 2016 Improve clarity	<p>Delete Policy CH3</p> <p>East Chippenham</p> <p>Approximately 91ha of land at East Chippenham, as identified on the policies map, is proposed for a mixed use development to include the following:</p> <ul style="list-style-type: none"> • 850 dwellings • approximately 5ha of land for employment (B1 and B2 of the Use Classes Order) with a further 15ha safeguarded for employment development beyond 2026 • land for a 2 Form Entry primary school • a local centre • 2.5ha safeguarded for the expansion of Abbeyfield School • That part of the Eastern Link Road distributor standard road from between the north-western boundary side of the site to and the A4, including connection a bridge over the River Avon connecting with the Rawlings Green site distributor road. (an Eastern Link Road) • strategic landscaping and open space to retain and reinforce existing hedgerows, establish new areas of substantial planting and landscaping, and to provide a visual boundary to the town along the route of the Eastern Link Road • a an approximately 35ha Country Park along the western side of new development • no more than 400 homes to be completed occupied before the Cocklebury Link Road is open for use.

					<p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. surface water management that can achieve less than current Greenfield rates of run-off and decreases flood risks 2. a road crossing of the River Avon open for use before the completion occupation of the 400th dwelling 3. the Eastern Link Road open for use in its entirety between the A350 Malmesbury Road and the A4 by completion the occupation of the 750th dwelling 4. serviced land for employment is available for development before the completion of the 50th dwelling 5. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development 6. a design and layout that preserves the setting and importance of listed buildings on the site <p>All other aspects of development will take place in accordance with a masterplan for the site approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.”</p>
S70	35	36	CH3	<p>DELETED APRIL 2016 Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development</p>	<p>Amend bullet 6 in policy CH3 as follows</p> <p>“ That part of the Eastern Link Road distributor standard road from between the north-western boundary side of the site to and the A4, including connection a bridge over the River Avon connecting with the Rawlings Green site distributor road. (an Eastern Link Road)”</p>

S71	36	36	CH3	<p>DELETED APRIL 2016 Improve clarity</p> <p>The preparation of a master plan will determine the best visual treatment to the boundary of the site. This will include elements of strategic landscaping but will not necessarily be wholly carried forward in the manner expressed. More detailed design will establish the most appropriate treatment and attractive edge to the town as a part of a master plan for the site.</p>	<p>Amend bullet 7 in policy CH3 as follows</p> <p>“Strategic landscaping and open space to retain and reinforce existing hedgerows, establish new areas of substantial planting and landscaping, and to provide a visual boundary to the town along the route of the Eastern Link Road.”</p>
S72	37	36	CH3	<p>DELETED APRIL 2016</p> <p>The precise extent of country park will be determined through the master planning process. Inserting ‘approximately’ reflects this fact.</p>	<p>Amend bullet point 8 in policy CH3 as follows</p> <p>“ a an approximately 35ha Country Park along the western side of new development.”</p>
S73	38	36	CH3	<p>DELETED APRIL 2016v</p>	<p>Amend bullet 9 in policy CH3 as follows</p>

				<p>Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>“no more than 400 homes to be completed occupied before the Cocklebury Link Road is open for use.”</p>
S74	39	36	CH3	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>Amend requirement (2) in policy CH3 as follows</p> <p>“2. a road crossing of the River Avon open for use before the completion occupation of the 400th dwelling”</p>
S75	40	36	CH3	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>Amend requirement (3) in policy CH3 as follows</p> <p>“3. the Eastern Link Road open for use in its entirety between the A350 Malmesbury Road and the A4 by completion the occupation of the 750th dwelling</p>
S76	41	36	CH3	<p>DELETED APRIL 2016</p>	<p>Amend requirement (5) in policy CH3 as follows:</p>

				<p>Factual update</p> <p>Amend text to reflect the introduction of Community Infrastructure Levy charge rates whilst ensuring necessary school capacity and site viability</p>	<p>“5. financial contributions toward provision of new schools provision of sufficient school capacity to meet the need created by the development.”</p>
S77	42	36	CH3	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>Each allocation policy refers to the need for a master plan to support any planning application. It aids the clarity of the plan to explain the relationship between the plans policies, the master plan process and the evidence necessary to support a planning application.</p>	<p>Amend final paragraph in policy CH3 as follows:</p> <p>“Development will take place in accordance with a master plan for the site approved by the Council prior to commencement. The master plan will be informed by detailed evidence which will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.”</p>
S78		37	Figure 5.3	<p>DELETED APRIL 2016</p> <p>Improve clarity</p>	<p>Delete figure 5.3</p>
S79	43	37	Policies map and	<p>DELETED APRIL 2016</p> <p>Factual update</p>	<p>Amend Figure 5.3 and Appendix 1</p>

			figure 5.3	A small parcel of land at the end of Harden's Mead provides an area for informal recreation to nearby residents. Currently shown within the allocation boundary, this land will be left unaffected by proposals for development and should therefore be excluded.	The boundary to CH3 should be re-aligned as shown in appendix 1, below
S80		38-39	5.19-5.31	DELETED APRIL 2016 Improve clarity	Delete paragraphs 5.19 to 5.31 inclusive. 5.19 A site is identified beyond the valley of the River Avon east of Chippenham. Flood risk areas (zones 2 and 3) that separate it from the town must remain undeveloped. This area plays an important role providing water storage that helps to protect the town from flooding. In recent times the town's protection has failed and development is a means to reduce risks for existing residents and business as well as protect the new uses that will occupy this site. Rates of surface water run off to the River must be less than current levels in order to reduce the risk of flooding elsewhere. Connection to the drainage network will also require enhancements off site. Any improvements to the water supply and foul drainage network need to be put in place at the earliest opportunity. Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. This must involve determining accurate boundaries to flood risk areas, and a set of effective sustainable urban drainage measures. A sustainable urban drainage system will need to be designed and built to take into account

					<p>‘clayey-loamey’ ground conditions and sufficient land outside flood risk areas will need to be set aside at the master plan stage.</p> <p>5.19a Land will be reserved in the vicinity of the eastern site boundary to facilitate the construction by a third party of a road over river bridge to enable the Eastern Link Road to be completed. Provision will be made within a legal obligation to ensure that the connection is deliverable by a third party without land ransom.</p> <p>5.20 Two areas of land are proposed for employment generating uses. A smaller area will provide for needs within the Plan period to 2026 and a second larger area is safeguarded for development focussing on needs up to and beyond 2026. The timing of its development and attractiveness to the market will depend upon a road connection to the A350 and M4 via completion of that part of an Eastern Link Road.</p> <p>5.21 The Council with its partners will play a proactive role in partnership with developers in order to ensure employment development can take place, by marketing the site, brokering discussions with interested business and exploring other initiatives in collaboration with the Local Enterprise Partnership. Development of the site will deliver serviced land, with road access, utilities and communications infrastructure. A southern area accessed via the A4 will be a first phase of development.</p> <p>5.22 The site is in a landscape which is strongly associated with the River Avon. Its development also needs to provide a new rural edge to east Chippenham when viewed from surrounding footpaths in the landscape and from higher ground. Large scale woodland is not characteristic of this landscape but would be required to adequately screen large scale employment development and provide a strong visual boundary to the site. Development should avoid high ground, retain the rural approach along Stanley Lane and reinforce a</p>
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					<p>wooded and riparian character along the Avon valley.</p> <p>5.23 A strategic landscape scheme should:</p> <ul style="list-style-type: none"> • Reinforce planting along the existing edges of Chippenham and adjacent to the North Wiltshire Rivers Route to reduce the glimpses of the urban edge from the wider countryside and especially in views from public rights of way close to Tytherton Lucas to help reinforce its rural and remote character; • Extend and manage linear woodlands along the edge of the River Avon to help with screening, filtering and backgrounding of views towards existing (Chippenham) and proposed development; • Create bold landscape structure by reinforcing existing field boundaries with new hedgerow and tree planting and where possible creation copses and linear woodlands. Development to be inserted within the bold landscape structure; • Seek opportunities to reinforce the riparian character along the River Avon and River Marden including waterside meadows, areas of tree planting and areas for SuDS;
S81	44	38	5.19	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>Additional text clarifies the most appropriate means to manage</p>	<p>Amend paragraph 5.19 as follows and new paragraph 5.19a</p> <p>Rates of surface water run-off to the River must be less than current levels in order to reduce the risk of flooding elsewhere. Connection to the drainage network will also require enhancements off-site. Any improvements to the water supply and foul drainage network need to be put in</p>

				<p>surface water and establishes the need to undertake water supply improvements as soon as possible.</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>place at the earliest opportunity. Consideration of flood risk and necessary improvements to the drainage network must precede detailed development proposals. This must involve determining accurate boundaries to flood risk areas, and a set of effective sustainable urban drainage measures. A sustainable urban drainage system will need to be designed and built to take into account ‘clayey-loamey’ ground conditions and sufficient land outside flood risk areas will need to be set aside at the master plan stage.</p> <p>Land will be reserved in the vicinity of the eastern site boundary to facilitate the construction by a third party of a road over river bridge to enable the Eastern Link Road to be completed. Provision will be made within a legal obligation to ensure that the connection is deliverable by a third party without land ransom.”</p>
S82	5/03	38	5.20	<p>DELETED APRIL 2016</p> <p>To improve internal consistency of the Plan</p>	<p>Two areas of land are proposed for employment generating uses. A smaller area will provide for needs within the Plan period to 2026 and a second larger area is safeguarded for development focusing on needs up to and beyond 2026 unless specific proposals for inward investment appropriate to Chippenham come forward that cannot be accommodated on existing and other employment sites</p>
S83	45	39	5.28	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>Additional text explains</p>	<p>Additional sentence at the beginning of the paragraph 5.28 (See change 24 for footnote)</p> <p>“Development plan policies¹ set out requirements for the additional open space and formal sports provision</p>

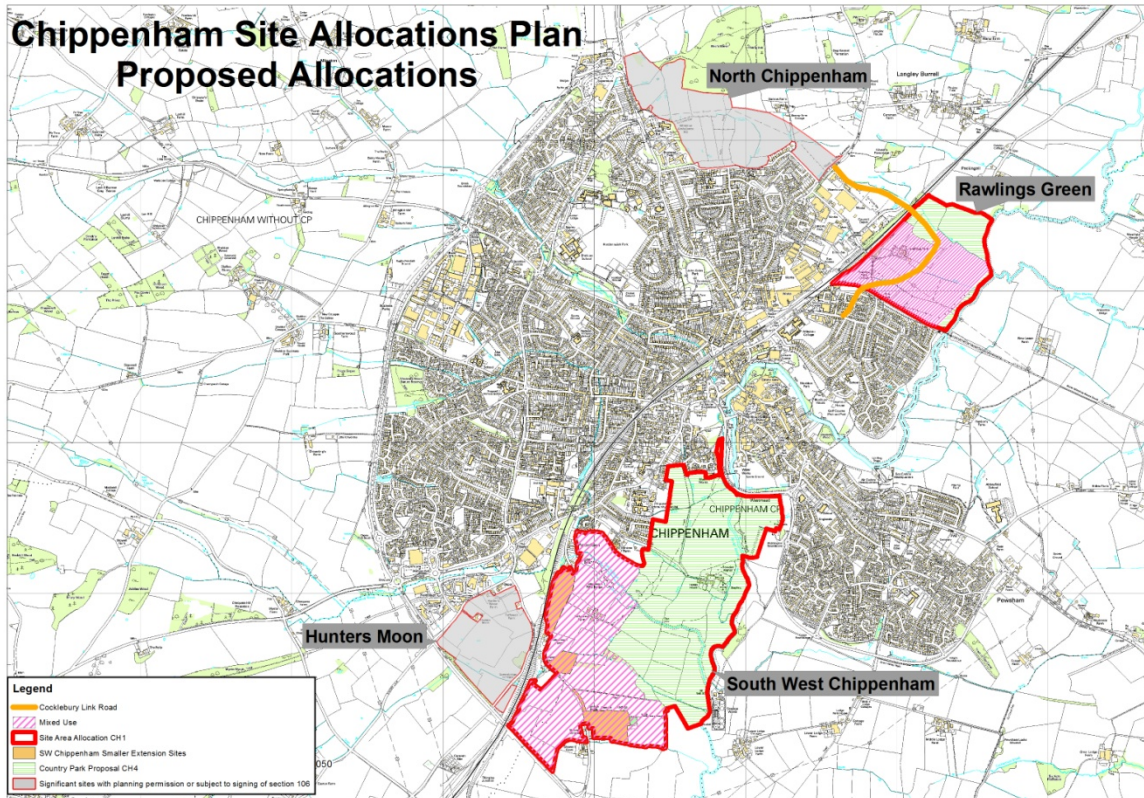
				standards for additional open space and formal sports provision that will be required as a part of development	that will be necessary as a part of all new residential development.”
S84	46	39	5.29	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>The Chippenham-Calne (national cycle route) has a particular importance that needs to be recognised in the detailed design and layout of the site.</p>	<p>Amend paragraph 5.29 as follows:</p> <p>“The riverside park would be central to creating attractive routes for walkers and cyclists. The pedestrian and cycle network should also be improved through the enhancement of the existing and provision of new routes, to retain the attractiveness of the Chippenham-Calne cycleway and in particular specifically to increase the accessibility of Abbeyfield School, Stanley Park and the riverside to the existing urban area.”</p>
S85	47	39	5.30	<p>DELETED APRIL 2016</p> <p>Improve clarity</p> <p>The amended wording clarifies the timing and extent of road improvements required as a part of the development.</p>	<p>Amend paragraph 5.30 as follows</p> <p>“Development is expected to commence from a southern access to the A4. Evidence on the impacts of development of this site and elsewhere shows that new road infrastructure needs to be provided as soon as possible in order to prevent unacceptable impacts on the network. This will inevitably put an additional burden on this corridor into the town. Completion of a the Cocklebury Link Road link and an the Eastern Link Road around the town to the A350 north of the town will do much to tackle pressures from additional traffic. Transport assessments suggest that up to 400 new dwellings should can be provided before the Cocklebury Link Road Link</p>

					should be is in place. A new bridge over the River Avon can then connect to the Rawlings Green part of this infrastructure and the rates and quantum of development can then increase. An Eastern Link rRoad to the A4 will be built in step with development and needs to be in place by the completion of the 750th dwelling.”
S86	48	39	5.31	DELETED APRIL 2016 Improve clarity This paragraph largely duplicates the previous one and can be removed.	Delete paragraph 5.31 “ Evidence on t he im pacts of developm ent of t his sit e and elsewhere shows t hat new road infrastructure needs to be provided as soon as possible in order to prevent unacceptable impacts on the network. Consequently, to ensure timely delivery, a road bridge across the River Avon should in place by the occupation of the 400th dwelling and an eastern link road connecting to the A4 by the occupation of the 750th dwelling.”
S87		43	6.10, 6.11 and Table 6.2	DELETED APRIL 2016 Improve clarity New change April 2016	Delete paragraphs 6.10 – 6.11 and table 6.2 6.10 Planning applications determined by the local authority prior to the implementation of CIL cannot be charged this levy. The infrastructure needed to make the development of the North Chippenham and Hunters Moon sites acceptable will instead be secured via a Section 106 planning obligation agreement negotiated between the council and applicant. 6.11 The housing delivery trajectory for these sites is set out below. Table 6.2 Housing delivery trajectory for North Chippenham and Hunter’s Moon sites

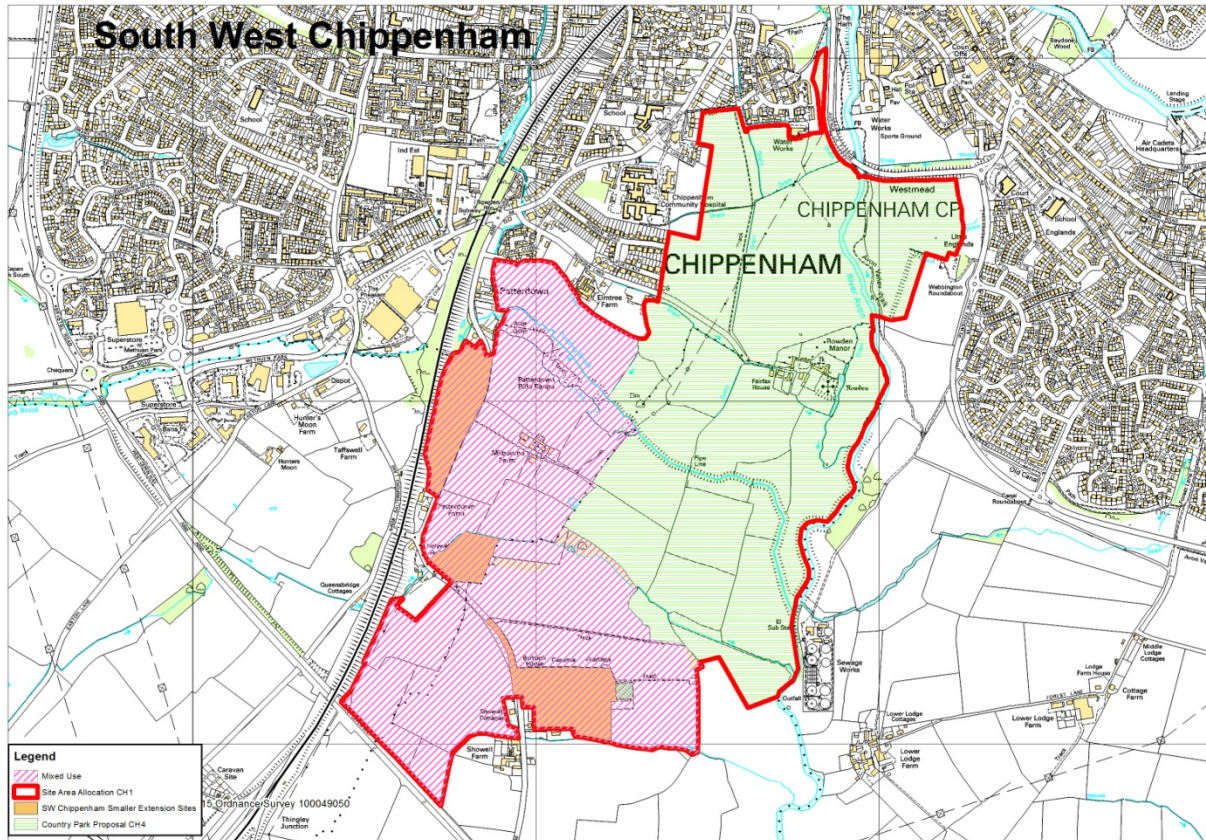
					Year	Land at North Chippenham (Area A)	Hunters Moon
					2015		
					2016	50	104
					2017	100	80
					2018	100	80
					2019	100	80

Appendix 1

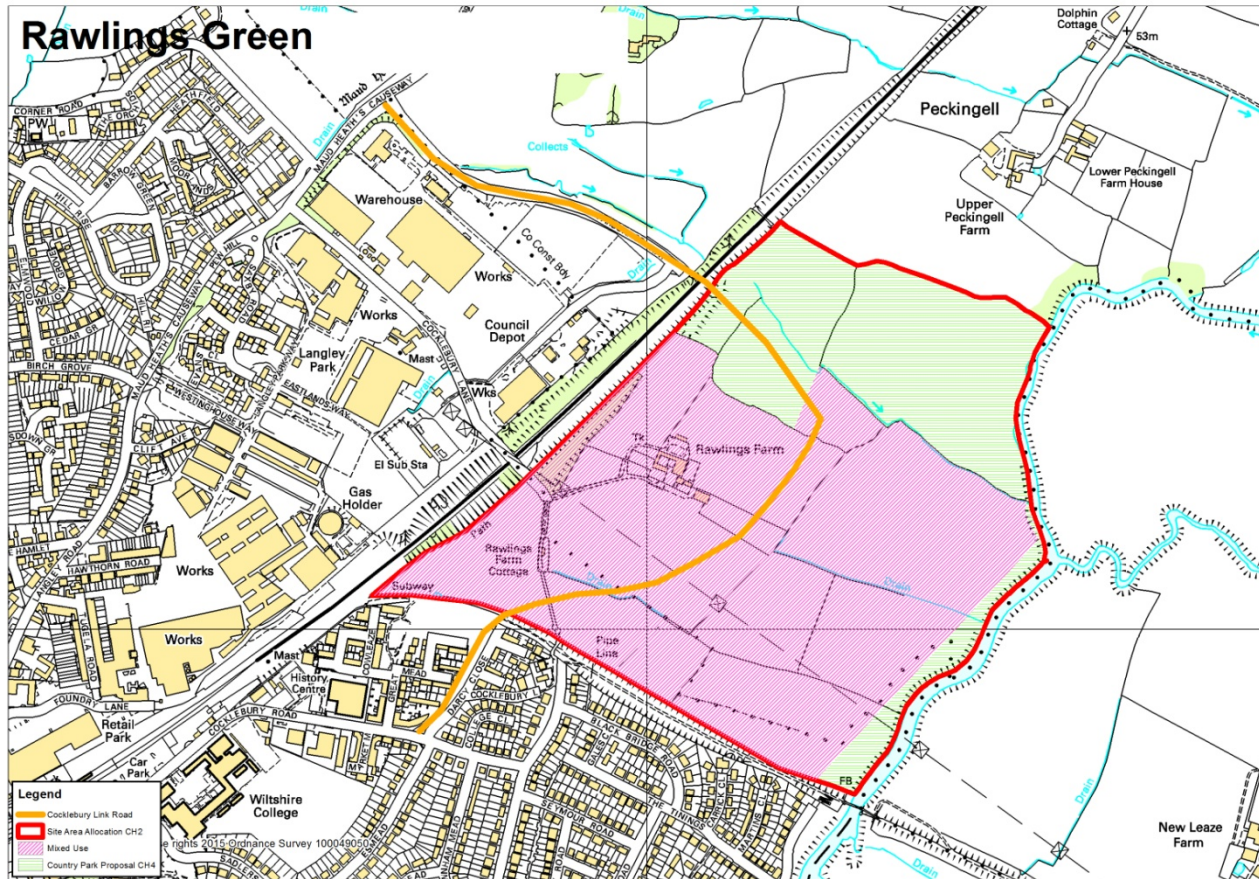
S17 Replace Figure 4.1



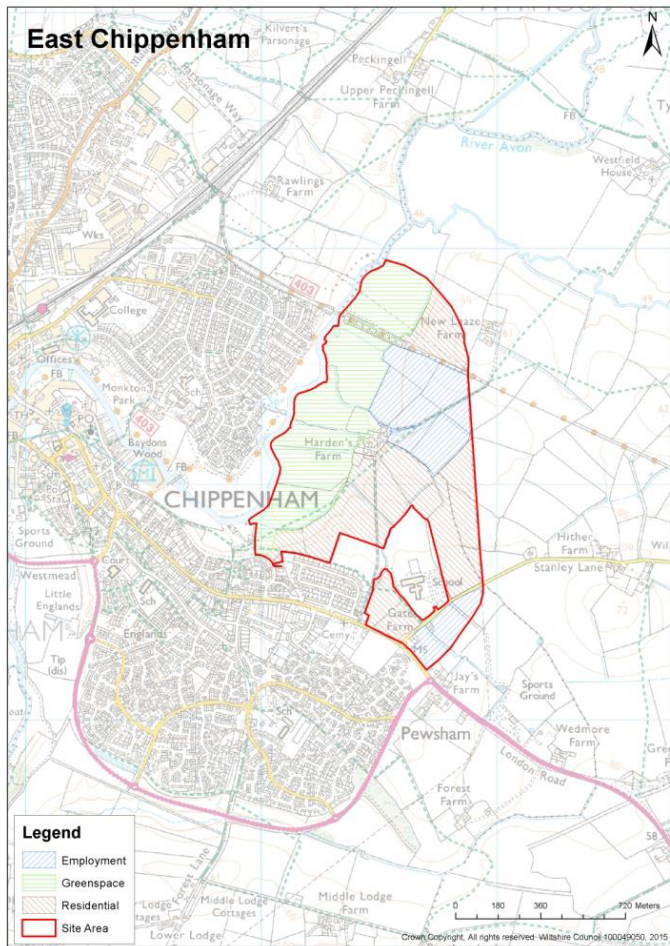
S20 Replace Figure 5.1



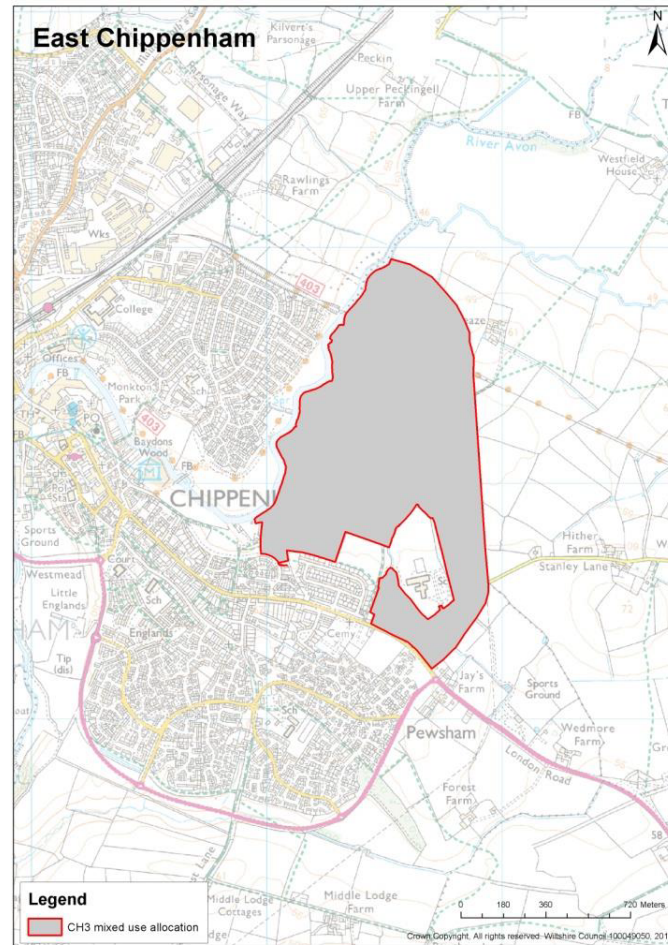
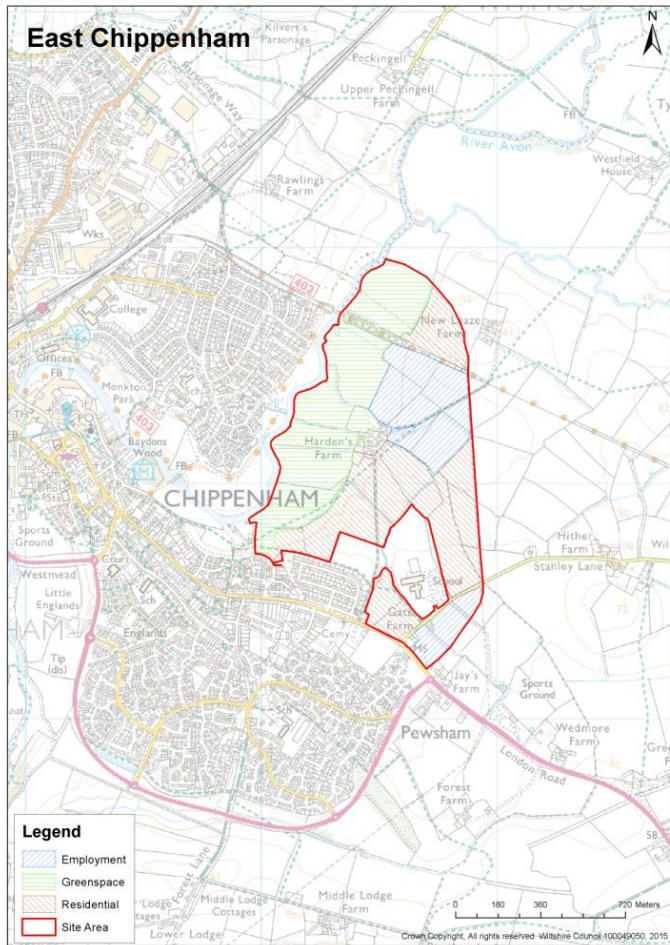
S31 Replace Figure 5.2



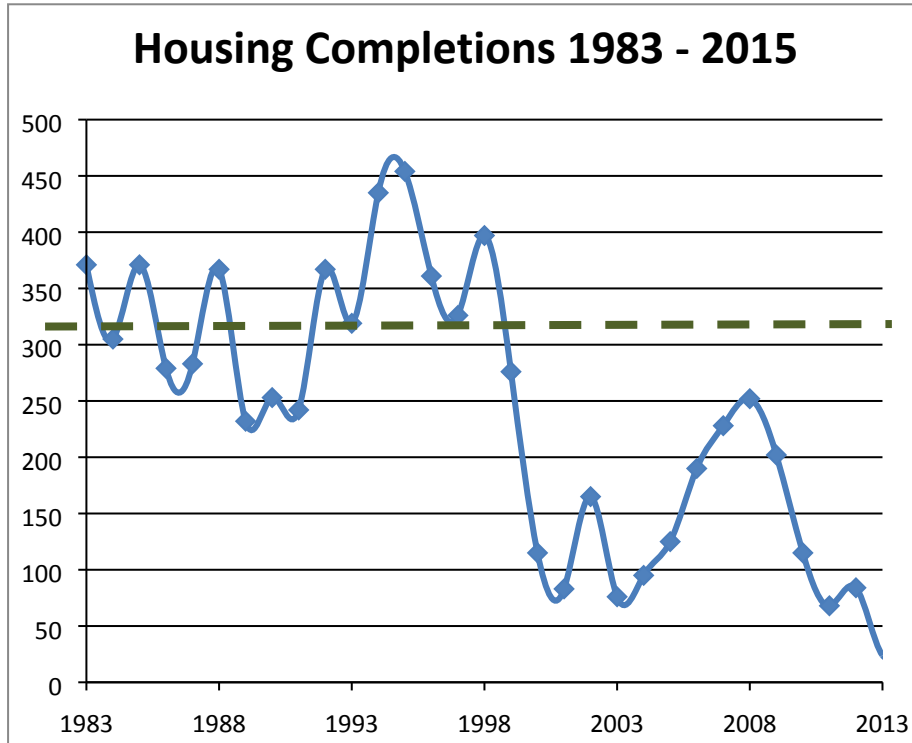
S78 DELETED APRIL 2016 Figure 5.3



S79 DELETED APRIL 2016 Revised Site boundary on Policies Map and Figure 5.3



S49 Replace Figure 6.1 Housing Completions



S50 Replace Table 6.1 Housing Delivery Trajectory

Year	Rawlings Green (B1)	SW Chippenham (E5)	Annual Total	Cumulative Total
2017				
2018		60	60	60
2019	45	175	220	280
2020	80	175	255	535
2021	80	175	255	790
2022	80	200	280	1070
2023	85	200	285	1355
2024	85	200	285	1640
2025	85	90	175	1815
2026	80	50	130	1945
2027	30	50	80	2025
2028		25	25	2050
TOTAL	650	1400		2050

S53 Insert Table 6.3

Table 6.3: Chippenham Eastern Extension Outline Risk Register

Outline Risk Register			
	Generic	Site Specific	Assessment

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

Outline Risk Register			
	Generic	Site Specific	Assessment
		Development has unacceptable visual impacts	Development at SW Chippenham within existing visual envelope of urban area. Low density at Rawlings Green appears to be accepted by developers.
Unachievable	Unrealistic prospect of significant development within 5 years	Access cannot be achieved to Darcy Close from Rawlings Green	Detailed design stage has been reached and there is agreement in principle between land owners.
		Access cannot be achieved to Parsonage Way and A350	Detailed design stage has been reached and there is agreement in principle between land owners.
Viable	Insufficient incentive for land owner/developer		Developer has submitted planning application for SW Chippenham. No developer yet firmly associated with taking forward detailed proposals at Rawlings Green.
		Inadequate level of affordable housing (less than 40%)	