

Amendments to Appendix 3: List of Proposed Modifications to the ‘Pre-Submission Chippenham Site Allocations Plan February 2015’ (April 2016) of Council Agenda item 10, 10th May 2016

The amendments generally relate to improving the clarity of the Plan or to the removal of references to the previously proposed Eastern Link Road that occur within the submitted Plan. For the purpose of the consultation the modification numbers will be reviewed and may change in order to ensure the changes are presented in plan order.

Mod No	Paragraph	Reason for change	Council Version (Appendix 3)	Proposed further amendment
S11	4.5	Correction To remove previous reference to an Eastern Link Road	“This site will deliver: • 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.”	“This site will deliver: • 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. ”
S15	4.10- 4.24	Correction Diagram included to clarify the methodology. To recognise that some of the reduced scale of growth may be completed beyond the Plan period and remove reference to employment land associated with the deleted allocation at East Chippenham.	Amend paragraph 4.21 “The two sites can accommodate a total of approximately 2,050 homes although it is possible that not all this number will be built within the plan period to 2026. At a late point in the current plan period land allocated land will contribute to meeting housing requirements for the next plan period and reduce the potential for a fall off in housing supply while a new plan is emerging for the period beyond 2026. The scale of development recognises the additional complexity of ensuring deliverable. The amount of land allocated results in a scale of development that therefore exceeds the	Insert the diagram 1 shown in appendix 1 after (new) paragraph 4.15. Amend paragraph 4.21 “The two sites can accommodate a total of approximately 2,050 homes although it is possible that not all this number will be built within the plan period to 2026. At a late point in the current plan period land allocated land will may 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 land . The

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			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.”	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 it is possible 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.”
S18	CH1	<p>Clarification</p> <p>To ensure integration of the smaller extension sites with the Rowden Park sites</p> <p>Reference to master plan originally amended because each allocation policy refers to the need for</p>	<p>Amend reference to master plans</p> <p>Development will take place in accordance with a master plan 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>Amend last paragraph of policy CH1 as</p>	<p>Add additional requirement 8 to the Rowden Park site.</p> <p>8. a design and layout that allows for the appropriate integration of the smaller extension sites included on the policies map.</p> <p>Amend reference to master plans further.</p> <p>Development will take place in accordance with a master plan for the Rowden Park site, the main site as shown on the policies map, approved by the Council prior to commencement. The master plan will be informed by detailed evidence which</p>

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		<p>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. The further amendment recognises that a master plan will not be required for the whole of the allocation</p> <p>To clarify requirements for the small extension sites</p>	<p>follows:</p> <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” 	<p>will include a Landscape Visual Impact Assessment, Heritage Assessment, Biodiversity Report, Surface Water Management plan, Flood Risk Assessment and Highways Statement.</p> <p>Amend last paragraph of policy CH1 relating to small extension sites as follows:</p> <p>Development will be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. functional integration a design and layout that integrates with the main Rowden Park 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	CH1	<p>Delete</p> <p>Proposed change was already incorporated into proposed</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</p>	<p>Delete proposed change as already incorporated into proposed modification S18</p>

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		modification S18	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.	
S20	Figure 5.1	Consistency To clarify the extent of the Rowden Park Site on the policies map	Replace figure 5.1 as shown in appendix 1.	Amend legend as follows: Main site Mixed Use (Rowden Park Site) Mixed Use (Smaller Extension Sites)
S32	CH2	Correction To remove previous reference to an Eastern Link Road	Amend bullet 4 of CH2 point as follows: “ Distributor standard road That part of the Eastern Link Road from the B4069 Parsonage Way to the eastern boundary of the site, including connection over the main railway line , and a road from this distributor standard road Eastern Link Road to Darcy Close (Cocklebury Link Road)”	Amend bullet 4 of CH2 as follows: “ Distributor standard road That part of the Eastern A 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)”
S34	CH2	Correction To remove previous reference to an Eastern Link Road	Amend requirement (2) in policy CH2 “ 2. the connection to Darcy Close and a road crossing of the railway to be open for use before the completion of the the Eastern Link Road, completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of more than 200th dwellings ”	Amend requirement (2) in policy CH2 “ 2. the connection to Darcy Close and a road crossing of the railway to be open for use before the completion of the the Eastern Link Road, completing a link between Cocklebury Road and the B4069 to be open for use, prior to the occupation of more than 200th dwellings ”

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S43	5.18	<p>Improve effectiveness</p> <p>A legal obligation is not justified and to reflect the need to safeguard the future possibility of an Eastern Link road</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>	<p>Additional sentence to paragraph 5.18 as follows:</p> <p>The design and layout of the proposed development should safeguard land for a potential future road connection from the Cocklebury Link Road to land to the east. Land will should 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 an 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	5.18	<p>Correction</p> <p>To remove reference to an Eastern Link Road</p>	<p>Delete from paragraph 5.24f as follows:</p> <p>“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>	<p>Delete from paragraph 5.24f as follows:</p> <p>“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>
S48	New para 5.34-5.35	<p>Clarification</p> <p>To recognise the cumulative impact of development on the strategic transport</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>Insert new section in relation to the Strategic Transport Network</p> <p>Policy CH5 Strategic Transport Network (A350 at J17 of M4)</p>

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		network	<p>Work will be undertaken in collaboration with Highways England to develop and improve the Strategic Transport Network to support the objectives and policies of the Chippenham Site Allocations Plan. The following improvements to enhance the Strategic Transport Network will be progressed:</p> <ul style="list-style-type: none"> Part signalisation of Junction 17 of the M4 to mitigate the cumulative impact of development on this junction and unlock Chippenham's potential for growth as a Principal Settlement in Wiltshire. Further detailed study will be undertaken to agree a detailed scheme design which will incorporate protection for the geological SSSI associated with the west bound off slip road. <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</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 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</p>

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			<p>support development growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster and maintain and enhance journey time reliability.[add footnote reference to Wiltshire Core Strategy core policy 66 and paragraph 6.174] In addition, as recognised at paragraph 2.16 of the Plan, the Swindon and Wiltshire Local Enterprise Partnership prioritise investment in improvements to the A350 which has resulted in the partnership securing funding for a A350 Improvement package through the Growth Deal [add footnote reference].</p> <p>5.35 Working in conjunction with Highways England, evidence has shown that the proposals of the Plan will have a cumulative severe impact on Junction 17 of the M4 which will result in queuing on both the M4 mainline and the A350 at Junction 17 by 2026. This presents both a safety issue and operational performance issue which will result in reduced journey time reliability. [add footnote reference to the evidence] Policy CH5, above, recognises the need for the part signalisation of the junction</p>	<p>Chippenham, Melksham, Trowbridge, Westbury and Warminster and maintain and enhance journey time reliability.[add footnote reference to Wiltshire Core Strategy core policy 66 and paragraph 6.174] In addition, as recognised at paragraph 2.16 of the Plan, the Swindon and Wiltshire Local Enterprise Partnership prioritise investment in improvements to the A350 which has resulted in the partnership securing funding for a A350 Improvement package through the Growth Deal [add footnote reference].</p> <p>5.35 Working in conjunction with Highways England, evidence has shown that the proposals of the Plan will have a cumulative severe impact on Junction 17 of the M4 which will result in queuing on both the M4 mainline and the A350 at Junction 17 by 2026. This presents both a safety issue and operational performance issue which will result in reduced journey time reliability. [add footnote reference to the evidence]</p> <p>5.36 Policy CH5, above, Wiltshire Council and Highways England recognise the need for the part signalisation of the junction to resolve these issues. Design and delivery</p>

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			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.	of the proposed work will be agreed with Highways England and set out within the Chippenham Transport Strategy. Detailed work is being undertaken to implement a scheme within the current highway which incorporates protection for the geological SSSI associated with the west bound off slip road
S53	6.15	Correction The proposed paragraph is a new paragraph and section of the Plan. The heading for the table was incorrect	Amend paragraph 6.15 and add the following heading and text: “ Risk Management 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. ” “ Table 6.3: Chippenham Eastern Extension Outline Risk Register ”	Amend Table caption and add new paragraph 6.15a as follows: “ Risk Management 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 the Council to manage risks by identifying responsibilities and different mitigation measures that are either preventative or contingencies.” “ Table 6.3: Chippenham Eastern Extension Outline Risk Register ”
S54		Correction To remove previous reference to an Eastern	Delete glossary item: “ Eastern Link Road: A distributor	Delete glossary item: “ Eastern Link Road: A distributor standard

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		Link Road	standard road between the A350 Malmesbury Road and the A4.”	road between the A350 Malmesbury Road and the A4”
New S88	1.10	Correction Remove reference to East Chipenham		Amend paragraph 1.10 as follows: “On adoption, the Wiltshire Policies Map will be amended to include the mixed use strategic sites allocated in this plan at Rawlings Green, and South West Chippenham and East Chippenham as indicated at Appendix 1.”
New S89	3.2	Factual update Wiltshire Core Strategy is now in published form		Amend reference in paragraph 3.2 as follows: “The Core Strategy establishes that the strategy for growth at Chippenham should focus on mixed use strategic sites (paragraph 5.554a).” Amend footnote reference to extract under paragraph 3.2 as follows: (Wiltshire Core Strategy, January 2015, paragraph 5.46 and 5.47 and 5.47a)
New S90	4.8	Accuracy		Add reference to Evidence Paper 7: Heritage Assets to the list at paragraph 4.8
New S91	5.3	Clarification To apply to the Rowden Park site.		Amend first sentence of paragraph 5.3 as follows: “The Rowden Park site divides into three distinctive areas that will each help to retain the mature network of hedgerows and trees..”
New S92	5.6	Clarification To clarify primary education provision		Amend paragraph 5.6 as follows: “Land will be reserved within the scheme Rowden Park site for a two form entry primary

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				<p>school. The estimated needs generated by the development itself of the main site do not by themselves require two forms of entry but reserving land allows for future expansion to accommodate the needs from development elsewhere likely or beyond the plan period.”</p>

Appendix One

Plan Preparation Steps

