

HIF BID

NOTE ON

PLANNING AND COMPULSORY PURCHASE ISSUES

1 Overview

1.1 The Council is mindful that in order to promote its proposed Distributor Road, it will need to initiate a number of actions, in relation to planning and land acquisition matters. Principal among these, are the following:

1.1.1 to publish a first consultation draft of a new Local Plan, covering the Chippenham area; confirming housing allocations for Chippenham, and a proposal for a proposed Distributor Road around the eastern side of Chippenham to link up to existing highways

1.1.2 to undertake a consultation exercise on the exact route of the Distributor Road, and confirm a preferred route;

1.1.3 to apply for, and obtain planning permission for, the final confirmed route of the Distributor Road; and

1.1.4 to acquire the necessary land for the construction of the Distributor Road; preferably by private treaty, and otherwise by compulsory purchase order.

2 Publication of consultation draft of new Local Plan

2.1 The Council has already embarked upon a Review of its Local Plan. In the final quarter of 2018 it undertook informal consultations on the scale of growth within the County. It is now engaged on an informal consultation on sites.

2.2 The Council expects to publish its Regulation 19 pre-submission consultation draft Local Plan in the final quarter of 2019 with a view to submitting the draft Local Plan to the Secretary of State for examination, in the third quarter of 2020. This submission will include revised housing allocations for Chippenham, and a proposal for a Distributor Road around the eastern & southern sides of Chippenham.

3 Consultation exercise on Distributor Road route options

- 3.1 The Council has commissioned detailed reports from its engineering consultants on route options, assessing the engineering and environmental impacts of each. These reports identify two (2) main route options. At this point in time the Council's preferred option is the route 2 shown on the Plan at Appendix ?
- 3.2 It is the Council's intention to go out to consultation on these route options in mid 2019. This exercise will extend until the end of 2019 and the Council anticipate making a formal decision on a final agreed route in early 2020.

4 Grant of Planning Permission for the Distributor Road

- 4.1 It is the Council's intention to make an application for planning permission for the construction of the Distributor Road in early 2020. The Council anticipate that such planning permission would be granted by the end of 2020.

5 Acquisition of Distributor Road Land by private treaty

- 5.1 It is the Council's wish to acquire all necessary land for the Distributor Road land by private treaty negotiation. The Council has already negotiated with all of the affected landowners. A list of the landowners involved is included in this bid. All seven (7) landowners involved have indicated their full support for the Distributor Road, and expressed their willingness to enter into agreements with the Council to make the necessary land available for the Distributor Road on terms to be agreed. Letters of support in such terms from all landowners are attached to this submission
- 5.2 The Council recognise that it may not be possible to reach private treaty agreements with every landowner despite best efforts in negotiation. In such cases the Council intend to use their compulsory purchase powers to acquire such land.

6 Acquisition of Distributor Road Land by Compulsory Purchase Order

- 6.1 Before embarking on making a compulsory purchase order (CPO) (and throughout the preparation and procedural stages up to any public inquiry) the Council will follow government guidance, continue to negotiate with landowners and seek to acquire land by negotiation wherever practicable. CPO is understood to be a last resort, deployed only where attempts to acquire land by agreement have failed. The Council will follow this advice and will always seek to acquire land by private treaty where this can be achieved.
- 6.2 In considering whether to confirm a CPO, the Council is equally conscious that the overriding tests the Secretary of State (SoS) will apply, are that a CPO should only be made (and subsequently confirmed) where there is a 'compelling case in the public interest.'
- 6.3 The Council recognises that the SoS will need to be satisfied that the purpose for which the CPO is being made justifies interfering with the human rights of those with an interest in the land affected; and further, that in making this assessment the SoS

will also need to take a balanced view between the intentions of the Council and the concerns of those whose interest is proposed to be acquired.

6.4 The Council fully recognise that when considering whether or not to confirm a CPO, the SoS will wish to consider the following factors:

6.4.1 Whether the purpose for which the land is being acquired accords with the Local Plan for the area. Equally, where a new Local Plan is emerging the SoS will want to understand the stage this has reached and will be particularly interested to know whether this has been the subject of consultation and tested at any examination. The Council is confident that it will be able to demonstrate conformity with, and the support of the emerging Local Plan.

6.4.2 Whether the proposed purpose, will contribute to achieving the promotion or improvement of the economic, social or environmental well being of the area. The Council is confident it can present a powerful case in relation to such matters.

6.4.3 The SoS will generally expect planning permission to have been granted in order to provide the necessary 'planning backing' for the scheme. The Council expect planning permission to have been granted at the point at which any CPO is made, or at the very least at the point at which any such CPO reaches an inquiry.

6.4.4 That the Council has had regard to its public sector equality duties, and the effect of any differential impacts on groups with protected characteristics. The Council will address these matters fully at the time, and the Council's Environmental Officers are already engaged in the scheme's creation.

The SoS will want to receive confirmation of available resources to acquire the land and carry out the intended construction of the Distributor Road. Through a combination of HIF monies, developer financial contributions, the Council's own resources & borrowing, the Council will be able to demonstrate the necessary financial resources.

6.4.6 Confirmation that the scheme is unlikely to be blocked by any impediments to implementation e.g. physical and legal objections. Detailed investigations to date have brought to light no such matters

6.4.7 Whether the purpose for which the Council is proposing to acquire the land could be achieved by other means e.g. by an alternative form of road or, whether there are alternative routes on which the Distributor Road could be constructed. The Council's believe that its existing studies and work on route options, and its proposed route consultation will provide a robust response to any suggested alternative proposals.

In summary, the Council is confident that it can address each of these factors robustly, and will be able to satisfy the SoS in relation to each of them, such as to

make out a 'compelling case in the public interest' for the confirmation of any necessary CPO.

7 Compulsory Purchase Order timescales

- 7.1 Having regard to the Council's estimate of the date upon which planning permission will be granted for the Distributor Road (and assuming that at that point there remain landowners which have not concluded agreements with the Council to make their land available for the Distributor Road) then the Council anticipate that it may wish to commence the compulsory purchase process in mid 2020. From that date the Council's estimates of the indicative timescales for the completion of the principal stages of the compulsory purchase process are as follows:
- 7.1.1 Final land referencing and making and serving CPO – 1 month;
 - 7.1.2 From the making of the CPO to a public inquiry – 7 months;
 - 7.1.3 From the conclusion of a public inquiry to the publication of the SoS's decision letter and the confirmation of the CPO – 3 months;
 - 7.1.4 From confirmation of the CPO to service of a notice to treat and notice of entry (or the making of a general vesting declaration) – 1 month;
 - 7.1.5 From service of a notice of entry (or the making of a general vesting declaration) to taking possession of the necessary land – 3 months;
- 7.2 This comprises an aggregate period of 15 months; allowing the Council to take possession of the land for the Distributor Road in mid to late 2021.

Appendix for 4.1.6: Displacement

Table 1 - Perceived Competition Limits for Individual Developments

Development Type	Distance (miles)	
	Mean	SD
Flats - inner London	2.40	2.79
Flats - outer London	3.88	3.48
Flats - major provincial city centres	2.73	2.48
Flats - major provincial cities, but beyond city centre	3.37	2.54
Houses - greenfield sites, edge of major provincial cities	6.00	3.96
Houses - greenfield sites, edge of small / medium sized towns	5.62	2.78
Houses - greenfield sites in mainly rural areas	7.97	4.09

Source: DCLG and University of Glasgow, Factors Affecting Housing Build Out Rates, February 2008
https://www.gla.ac.uk/media/media_302200_en.pdf

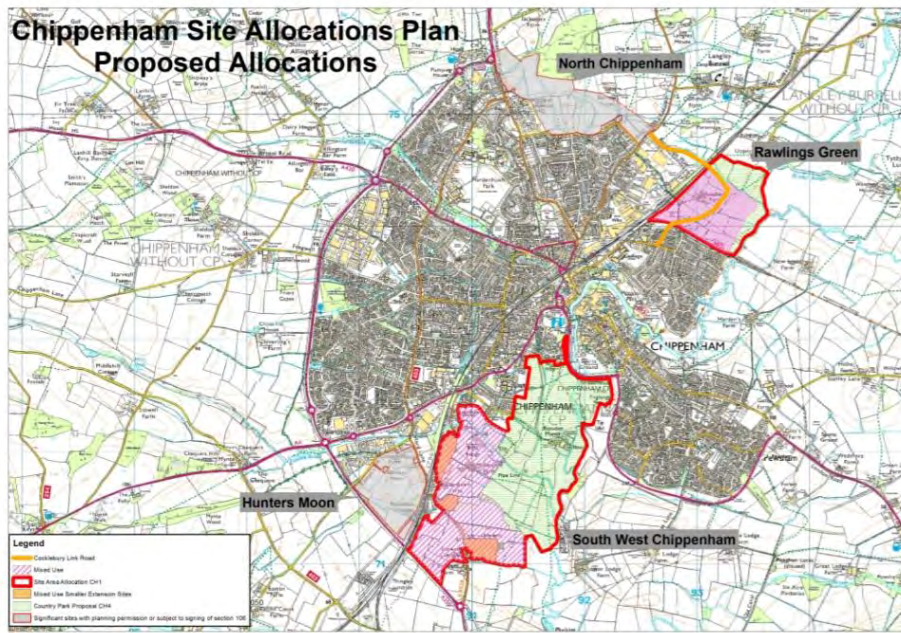
Figure 1 – Housing Market Areas in Wiltshire

within this Housing Market Area.



Source: Appendix 1: Part 2 Chippenham Housing Market Area, 2017:
<https://cms.wiltshire.gov.uk/documents/s135276/Appendix%201%20Part%202%20-%20Chippenham%20Housing%20Market%20Area.pdf>

Figure 2 – Composite plan of Chippenham Strategic Site Allocations



Source: Figure 4.1, Chippenham Site Allocations Plan 2017 <http://www.wiltshire.gov.uk/csap-adopted-may-2017..pdf>

Table 2 - Housing Delivery Trajectory for Strategic Sites

Year	North Chippenham 1	Hunters Moon1	Rawlings Green2	South West Chippenham 2	Total
2017/18	0	0	0	60	60
2018/19	34	0	20	150	204
2019/20	100	10	80	175	365
2020/21	100	60	80	175	415
2021/22	100	60	155	175	490
2022/23	100	60	155	200	515
2023/24	100	60	160	200	520
2024/25	55	60	0	90	205
2025/26	50	60	0	50	160
Total	639	370	650	1,275	2,934

Source: 1 – Wiltshire Housing Land Supply Statement 2017, 2 – Chippenham Site Allocations Plan 2017

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Source: Atkins and HDH Planning

Table 4: Population projections Area 2011-16 and 2016-36

	Projected Population Change prior to Plan period			Projected Population Change during Plan period		
	2011	2016	Net change 2011-16	2016	2036	Net change 2016-36
Swindon	209,709	224,001	14,292	224,001	275,090	51,090
Wiltshire	474,319	491,811	17,492	491,811	558,370	66,559
Chippenham HMA	166,001	175,388	9,387	175,388	212,826	37,439

Source: p30 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 5 - Projected economically active population by Area 2011-16 and 2016-36

	Projected Economically Active Change prior to Plan period			Projected Economically Active Change during Plan period		
	2011	2016	Net change 2011-16	2016	2036	Net change 2016-36
Swindon	118,356	125,801	7,445	125,801	146,777	20,976
Wiltshire	251,996	260,209	8,213	260,209	279,447	19,238
Chippenham	88,065	93,073	5,008	93,073	106,592	13,519

Source: p39 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 6 - Projected households and dwellings period 2011-36

	Projected Change prior to Plan period		Projected Change during Plan period	
	Net change 2011-16	Annual rate	Net change 2016-36	Annual rate
HOUSEHOLDS				
Swindon	6,954	1,391	26,674	1,334
Wiltshire	10,501	2,100	38,489	1,924
Chippenham	5,142	1,028	20,340	1,017
DWELLINGS				
Swindon	7,180	1,436	27,540	1,377

Wiltshire	10,931	2,186	40,066	2,003
Chippenham	5,353	1,071	21,173	1,059

Source: p42 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 7 - Housing Need (Dwellings) by Housing Market Area

	Chippenham HMA	Salisbury HMA	Swindon HMA	Trowbridge HMA	TOTAL
Housing need 2016-36 based on household projections	21,173	6,659	27,095	12,678	67,606
Housing need 2016-36 based on overall response to market signals	22,232	7,658	27,520	13,312	70,722

Source: p91 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 8 - Percentage of Overcrowded Households in Swindon, Wiltshire & Chippenham

Overcrowded households	Local Authority		HMA
	Swindon UA	Wiltshire UA	Chippenham HMA
2011 proportion	7.00%	4.50%	4.20%
Relative to England	-20%	-48%	-52%
2001 proportion	5.80%	3.60%	3.50%
10-year change	19%	25%	19%

Source: p87 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 9 - Change in Housing Rental Value in Swindon, Wiltshire & Chippenham

Rent (Avg monthly)	Local Authority		HMA
	Swindon UA	Wiltshire UA	Chippenham HMA
2014- 15 value	£620	£743	£722
Relative to England	-19%	-3%	-6%
2010- 11 value	£579	£671	£636
4-year change	7%	11%	13%

Source: p87 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 10 - Change in Lower Quartile House Prices in Swindon, Wiltshire & Chippenham

House prices Lower quartile price	Local Authority		HMA
	Swindon UA	Wiltshire UA	Chippenham HMA
2014-15 value	£128,000	£163,000	£150,000
Relative to England	- 6%	+ 20%	+ 10%
2009-10 value	£115,000	£147,700	£135,500
5-year change	+ 11%	+ 10%	+ 11%

Source: p87 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 11 - Change in House Affordability (Ratio between House Price & Earnings) in Swindon, Wiltshire & Chippenham

	Local Authority		HMA
	Swindon UA	Wiltshire UA	Chippenham HMA
2015 ratio	6.1	8.3	7.7
Relative to England	-12%	+ 21%	+ 11%
2010 ratio	5.9	8.1	7.5
5-year change	+ 2%	+ 2%	+ 3%

Source: p87 Wiltshire SHMA 2017 - <http://www.wiltshire.gov.uk/spp-shma-2017-final.pdf>

Table 12: Place of work and place of residence for workers by housing market area

Commuting Zone	Living and Working in the area	Workplace Population		Resident Population		Containment
		Total workers	% living in area	Total workers	% Working in area	
Chippenham	54,205	72,666	74.6%	80,187	67.6%	70.92%
Salisbury	48,373	64,648	74.8%	64,857	74.6%	74.70%
Swindon	133,723	164,131	81.5%	164,725	81.2%	81.33%
Trowbridge	47,609	61,145	77.9%	70,743	67.3%	72.20%

Source: Place of work based on residence, 2011, Census

Table 13: Total Commute Numbers Between Housing Market Areas

Live in...	Work in...					TOTAL
	Chippenham HMA	Salisbury HMA	Swindon HMA	Trowbridge HMA	Elsewhere	
Chippenham HMA	55,650	1,671	7,182	4,058	14,062	82,623
Salisbury HMA	1,430	53,179	718	1,061	13,747	70,135
Swindon HMA	4,267	764	112,848	439	24,442	142,760
Trowbridge HMA	5,427	2,041	731	35,707	11,218	55,124
Elsewhere	7,627	13,676	17,562	7,105	-	-
TOTAL	74,401	71,331	139,041	48,370	-	-

Source: Place of work based on residence, 2011, Census

Table 14 - Share of total Dwellings which are classified as Vacant

	Share of unoccupied/ vacant dwellings
Swindon	2.8%
Wiltshire	3.2%
Chippenham HMA	3.2%

Source: NOMIS, Census, Accommodation type, 2011

Appendix for 5.1.1

Table 1: Projected Job and Housing Growth

	Swindon – M4 Growth Corridor FEMA	A350 / West Wiltshire Growth Corridor FEMA	Chippenham HMA
Job growth 2016-36	15,000	13,800	
Planned housing growth 2016-36			22,250

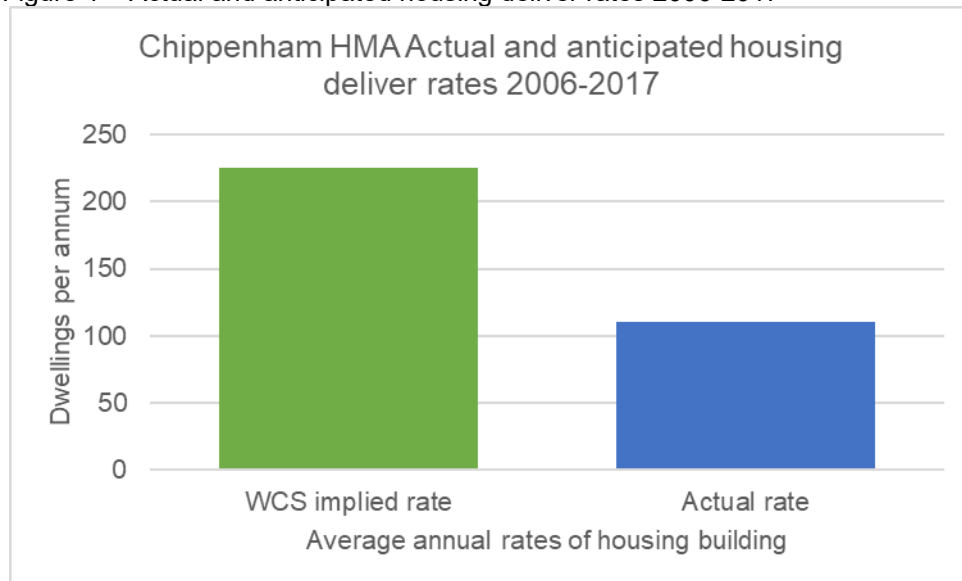
(SWLEP, 2018)¹

Table 2 - Housing Delivery compared to Annualised Requirement²

	Annual Reqmnt	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Average
Chippenham Town	150 ³	221	250	197	115	67	83	24	38	20	121		148
North & West Wiltshire HMA	1237 ⁴	1365	1609	999	926	1219	1028	1039	1517	1139	915	1269	1184

Source Annual Monitoring Report 2017

Figure 1 – Actual and anticipated housing deliver rates 2006-2017



Source Individual Settlement and Housing Market Area Profile Appendix 1 Chippenham HMA 2017

Figure 1 illustrates the decline in housing completions over recent years. The average gross completions over this period can be compared to the minimum housing requirement of 325 as set in WCS 2015.

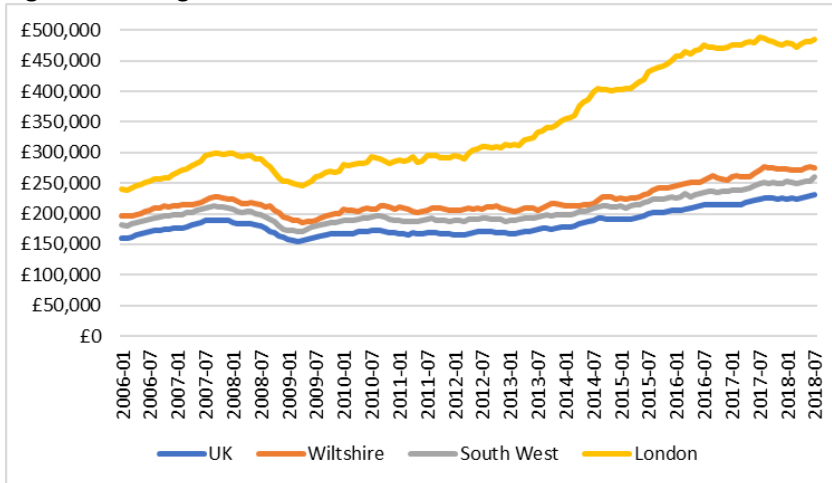
¹ Swindon & Wiltshire Economic Assessment, Chapter 5 Growth Trajectory (2018), SWLEP <https://swlep.co.uk/docs/default-source/strategy/economic-priorities/economic-assessment-2018/chapter-5-growth-trajectory-may-2018.pdf>

² Housing Land Supply Statement 2017 – available at <http://www.wiltshire.gov.uk/spp-housing-land-supply-statement-2017-published-2018-march.pdf>

³ Requirement taken from Wiltshire & Swindon Structure Plan 1996-2016

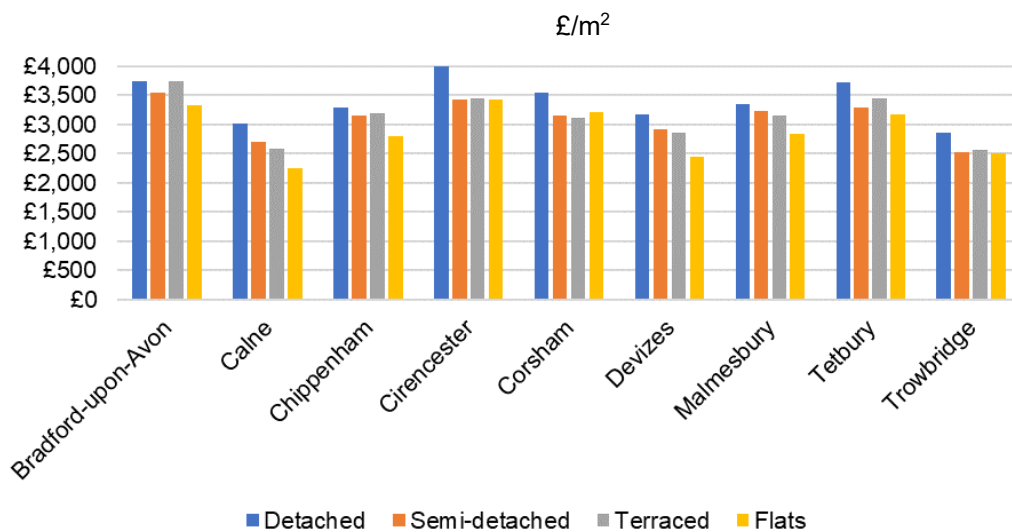
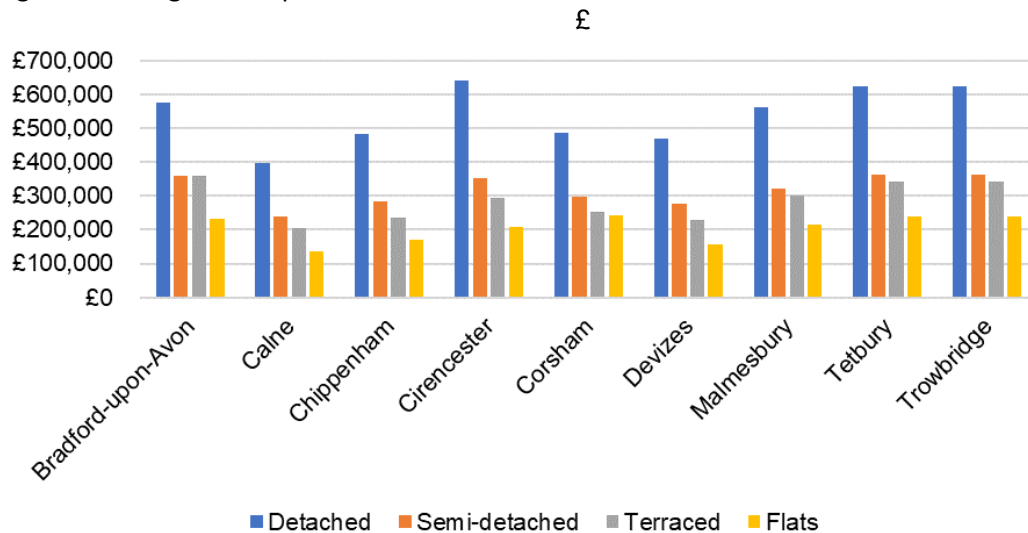
⁴ Requirement taken from Wiltshire Core Strategy 2006-2026

Figure 2 Average House Price Growth 2006-2018



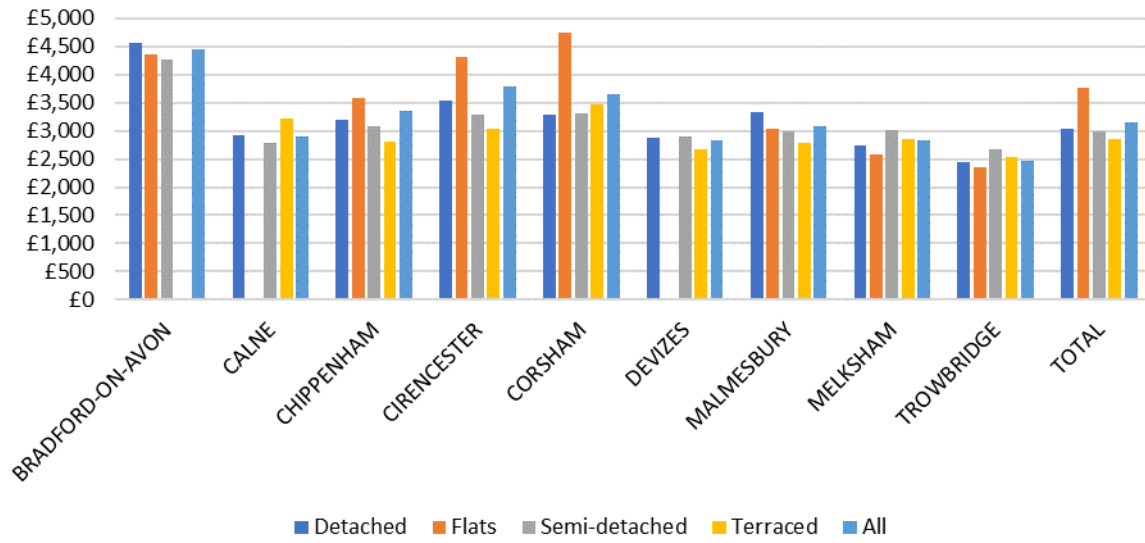
Source Land Registry, October 2018

Figure 3 Average house prices – October 2018



Source: Zoopla.co.uk (October 2018)

Figure 4 Average Price Paid by Settlement (£/m2)



Source: Land Registry Data and EPC Register, (October 2018)

Explanation of Delivery Options

Presented below is a summary of a range of potential delivery options available to the Council to help it realise its objectives for Chippenham. These delivery options range from a relatively straightforward site disposal through to more complex partnering approaches and Joint Venture models and on to direct development via a wholly-owned subsidiary. Each delivery option offers the Council a varying degree of control. While the actual risk profile will depend on the characteristics of any transaction, in general a greater amount of control will often result in a related increase in risk profile (financial or otherwise).

Option 1: Land disposal (no planning consent)

The Council sell parcels of land to the developer in return for best consideration linked to residual value or a deferred payment, and typically underpinned by a Red Book or equivalent valuation. Council may agree an overage mechanism with buyer, although establishing the base case in the absence of planning may be difficult.

Advantages

- Development, demand, economic, planning and cost risk are transferred to the developer;
- Readily able to establish best consideration and contractually relatively simple to execute;
- Structure is familiar to funders and developers;
- Compared to a package of sites, may help to achieve residual values where smaller, viable;
- packages can be identified and sold.

Disadvantages

- Council exits at point of sale – for a capital receipt – and therefore has limited ability to influence master planning or delivery;
- Piecemeal rather than strategic – no long term spatial strategy to a locality
- Transfer of risk can result in land value leakage to developer;
- Council may receive lower consideration where land sold with a covenant that restricts use (e.g. provide below market tenures).

When might land disposal be an attractive option?

May suit sites which require complex, intensive and / or expensive preparation and expertise to bring to market and are deemed surplus or 'non-core' to the Council's key priorities.

Option 2: Land disposal (planning consent)

Council obtains planning consent and then provides parcels of land to developers through outright sale, in return for a sum linked to residual value or a deferred payment, and typically underpinned by a Red Book or equivalent valuation. Council may agree an overage mechanism with buyer if development outputs exceed base case assumptions.

Advantages

- Development, demand, economic, and cost risk are transferred to the developer;
- Readily able to establish best consideration and contractually can be

- relatively simple to execute;
- Compared to a package of sites, may help to achieve higher values where smaller, viable;
- packages can be identified and sold;
- Element of de-risking by Council may result in a more attractive product for developers.

Disadvantages

- Council takes all risks and associated costs of obtaining planning permission, including risk of delays. The Council will also need to be mindful of reputational risk and manage any perceived conflict of interest risk;
- Council exits at point of sale and therefore has limited ability to influence master planning or delivery;
- Transfer of risk may result in some land value leakage to developer;
- Council may receive sub-optimal consideration where land sold with a permission which contains certain characteristics and planning obligations. Accordingly, from a pure financial perspective the Council (as a land owner / promoter) will need to ensure its design and masterplan work would reflect what a private sector developer could look to achieve on the site.

When might land disposal with planning consent be an attractive option?

May suit sites which deliver considerable value uplift that the Council wants to realise, the Council has the in-house capacity to manage planning and pre-development risks and have complex development and delivery programmes.

Option 3: Development agreement with masterplan developer(s)

The Council procures a masterplan developer (for one or more sites) who provides resources to fund site preparation and infrastructure works.

Plots of land are serviced and packaged by the masterplan developer and typically some if not all are sold to others to deliver.

Council receives a capital receipt (either upfront or through a deferred payment linked to key milestones) for the land with masterplan developer receiving a percentage of disposal receipts.

Advantages

- Approach of using private sector is well-known and tested in the market;
- Allows the Council, via the vehicle, to provide de-risked sites to the market;
- Development, demand, economic, planning and cost risk are transferred to the developer, who may pass on some of these risks to third parties;
- Council has a degree of certainty of its cash receipt and it is received upon sale of land (subject to deferred payment considerations).

Disadvantages

- Control and influence for Council can reduce post-agreement;
- Below market elements may prove challenging to deliver;
- Reliance on a single key partner (albeit requirements might be made to

- encourage third parties to be brought in to develop plots);
- Procurement, and particularly negotiation at preferred bidder stage, can be lengthy.

When might a Development agreement with masterplan developer(s) be an attractive option?

May suit sites which require complex site preparation and infrastructure works, include several financing risks which the Council does not have appetite for and allows the Council to retain some interest in the programme.

Option 4: Strategic Partnership

Council forms a partnership with a strategic partner to identify and source sites, de-risk them through, for example, funding site preparation, securing planning permissions, and delivering infrastructure works and developing them out post-planning. Council may invest land in exchange for shares in the vehicle. Land should be transferred for best consideration and may be underpinned by Red Book valuation or equivalent. Returns are typically generated by developing the land and selling (or retaining) assets delivered on site.

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Advantages

- Council shares some of the risks and costs of sourcing sites, site preparation, remediation and infrastructure provision;
- Council can draw upon private sector expertise where the sites are particularly challenging and complex;

Disadvantages

- Limited opportunity to capitalise in full on future uplifts in value or returns where land is sold;
- Not always clear whether sufficient value uplift can be achieved to make this model attractive to a commercial partner / structured to avoid 'cherry-picking';
- Enhancements to land value may be offset by upfront infrastructure and land assembly costs.

When might a Strategic Partnership be an attractive option?

May suit sites which are included in regeneration programmes and have complex development and delivery programmes and require a more strategic approach to delivery and include some element of site assembly.

Option 5: Joint Venture SPV

The Council forms a corporate partnership with a private sector partner ("PSP"). The Council invests its land into the JV vehicle in exchange for shares. Land should be transferred for best consideration and may be underpinned by Red Book valuation or equivalent. Land may already be enhanced through the undertaking of site preparation or provision of infrastructure by the Council thus creating greater value for the Council. The JV vehicle funds and develops sites on a phased basis. Potential for serviced land / phases to be sold to third party developers.

Advantages

- Development, demand, economic, cost and (possibly) planning risk are transferred to the vehicle and shared with the PSP;
- Sharing of expertise, costs and funding between the Council and PSP;
- Council retains some control over development activities;
- Council shares in profits generated by the JV;
- Proportion of development risk can be passed to third party developers through competitive tendering for work packages.

Disadvantages

- Where land values are low could be difficult to establish a JV where the Council has the required level of control without further investment;
- Council exposed to risk of losses, delivery failure and associated reputational risk;
- Council may be required to provide funding guarantees or underwrite key risks to secure private finance;
- Profits shared with JV partner, creating some scope for leakage of any increase in land value;
- Cost of PSP equity finance could be expensive and render some schemes unviable;

When might a Joint Venture be an attractive option?

May suit sites which have complex development and delivery programmes, but which the Council has appetite to retain some control, take some risk and share in the benefit from potential upsides.

Option 6: Sale and Leaseback

Council commits to the development by transferring the freehold (or granting a long leasehold) to the investor and agreeing to take, on practical completion being achieved, a lease (usually 30 to 45 years). Rents are fixed and subject to annual increases linked to CPI / RPI, often with a cap and collar arrangement. At the end of the lease term, the Council has the option to acquire the freehold. Institutional funder typically requires a strong covenant underpinning property related income.

Advantages

- Relatively simple structure; well understood;
- Precedents in the market place;
- Typically, freehold reverts to Council for nominal sum at end of lease term;
- Council can retain some control over the build process;

Disadvantages

- Long term commitment; expensive to break;
- Lease payments inflate over time; inflation risk with the Council;
- Demand risk sits with Council - To secure funding in most locations outside of South East, a strong covenant is required;
- Potentially expensive form of financing compared to other options;
- With Council guaranteeing rents, the programme is likely to be on-balance sheet.

When might a Sale and leaseback be an attractive option?

- May suit sites which If the Council wants to pass on development risk on a programmes – the Council would take units only when criteria are met.

Option 7: Wholly-owned company (“WOC”)

The Council establishes an external vehicle in which it is the sole shareholder. Council can transfer land to WOC in exchange for equity. Land should be transferred for best consideration. Council can use cash for further share subscriptions and to lend to the WOC to fund development costs. All Council investment must be state aid compliant and on commercial terms.

Advantages

- Ability to retain ultimate control over development and delivery through a wholly owned vehicle;
- Can provide the Council (in its capacity as sole shareholder) with flexibility around outcomes, timing and final delivery approaches on an estate or phased basis;
- Opportunity via subsidiaries to share in risk and development returns and to access expertise and funding sources of development partners.

Disadvantages

- Development, demand, economic, cost and (potentially) planning risk are transferred to the WOC (so effectively resides with the Council);
- May result in complex structure and governance arrangements – set-up costs can be more than £200k, with ongoing operating costs in addition;
- Council may remain exposed to risk of development losses, delivery failure and associated reputational risk.

When might a Wholly Owned Company be an attractive option?

May suit sites which, are relatively simple to deliver, where the Council has appetite for taking greater control and utilising the full resources at its disposal in a joined-up manner to release value and where there is the ability to make a margin on / generate an income for the Council from on-lending.

Option 8: Council Direct Development

Council directly develops with the development directly registered to the Council rather than through an arms-length company.

Advantages

- Ability to retain ultimate control over development and delivery;
- Can provide the Council with flexibility around outcomes, timing and final delivery approaches on an estate or phased basis;
- The Council directly owning assets rather than through separate corporate structures is the optimal solution from a tax perspective;
- Retains all profits from the development.

Disadvantages

- Development, demand, economic, cost and (potentially) planning risk all sit with the Council;
- Can only be used when the Council is able to demonstrate that there is a service delivery or regeneration benefit from the development;
- Council may remain exposed to risk of development losses, delivery failure and associated reputational risk;
- Limited ring fencing of risk;
- Owning and /or developing assets which could be seen to be secured with a competitive advantage through the Council's tax status could result in legal challenge and negative PR;
- Not suitable for commercial joint venture projects, where ring-fencing of risk is required, or where non-recourse financing is being considered.

When might Council Direct Development be an attractive option

May suit sites which are relatively simple to deliver, where the Council has appetite for taking greater control and utilising the full resources at its disposal in a joined-up manner to release value and where there is less emphasis on financial return and more on the regeneration benefit.



HOUSE OF COMMONS

LONDON SW1A 0AA

Baroness Scott
Wiltshire Council,
Bythesea Road,
Trowbridge,
Wiltshire
BA14 8JN

Dear Baroness Scott,

Re: Wiltshire Council application to MHCLG for a HIF grant

I refer to our recent discussion.

I understand that Wiltshire Council (the Council) is making an application to the Ministry of Housing, Communities and Local Government (MHCLG) for a grant from its Housing Infrastructure Fund (HIF). If successful the grant will enable the Council to fund the construction of a new road to the east & south of Chippenham which will relieve existing traffic congestion through and around the town. This road will unlock access to land for some 7,500 new homes plus at least 1m sq.ft. of new employment space. If done correctly and if this housing is used to fund the infrastructure that our town needs then it will drive economic growth, improve amenities and the general quality of life for a large area of my constituency. The severe shortage of housing locally is meaning so many people with valuable skills are leaving our area hindering the growth of businesses. I also want my constituents' children to be able to live in our town and not be priced out.

I want to make it very clear that my support for this grant is contingent on the Council honouring their pledge to using the project to fund:

- Additional parking to attract and service an increased number of residents and visitors – this should be a central multi story car park in the town centre
- More & better leisure & entertainment facilities for residents & visitors alike – this should include a new leisure centre and an entertainment zone i.e. an area reserved for entertainment facilities
- Significant improvements to traffic flow and levels of congestion - with the new road taking the traffic around the town
- Expanded and improved education provision
- The plans must increase the sense of community and preserve the town centre – this coordinated planning must result in more social cohesion to tackle loneliness and strengthen our community
- The council must work closely with the CCG to ensure the necessary expansions and changes take place to deal with the added pressure on our medical services



- The plans must facilitate more active and greener lifestyles – with cycling and walking at the heart of plans

All of this will together enrich the lives of existing residents – my key priority.

As Chippenham's MP I confirm my support for the Council's application to MHCLG for a HIF grant on the express understanding that the use of such grant monies will deliver substantial benefit to my constituency in the short and long term by the requirements I have set out. These are the things that residents are crying out for and any large scale development that fails to meet these will not have my support.

I believe that a full consultation process involving the people of Chippenham should commence at the earliest opportunity in the interest of openness and inclusivity.

I am excited by the prospect of Chippenham being given the opportunity to grow in a coordinated and structured way that will bring the much needed infrastructure and facilities that local residents need, want and deserve.

I trust that this letter sets out my position clearly, and I look forward to ongoing discussions and involvement with the Council as the scheme progresses.

Yours sincerely,

S40(2)

Michele Donelan MP

13 February 2019

Baroness Scott of Bybrook OBE
Leader, Wiltshire Council
County Hall
Bythesea Road
Trowbridge BA14 8JN

Dear Baroness Scott

Wiltshire Council application to MHCLG for a HIF grant

The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) welcomes and supports Wiltshire Council's application to the Ministry of Housing, Communities and Local Government (MHCLG) for a grant from its Housing Infrastructure Fund (HIF). The SWLEP Board notes that if awarded, this grant will enable the construction of a distributor spine road around the east and south of Chippenham, opening access for much needed housing development in all connected areas.

This area of Chippenham is primed for development in the emerging Local Plan and is currently constrained by the lack of private sector funded infrastructure provision. The road delivered with the HIF grant will enable the provision of some 7,500 homes and complementary employment, retail, education and community infrastructure. The SWLEP supports the high-quality design principles, care for the environment and inclusive approach to housing provision at the core of the application. We need innovation and quality in housing, infrastructure and employment provision and the HIF bid supports these requirements.

Chippenham is the principal settlement at the hinge of two of the SWLEP's growth zones, identified in its strategic economic plan (2016), namely

- the A350 Growth Zone, which we forecast will be notable for growth in the digital economy; advanced manufacturing, and urban regeneration, and
- the Swindon-M4 Growth Zone, which we expect to feature advanced manufacturing, energy, commerce and knowledge-based industries.

The SWLEP has demonstrated its support for the economic development of Chippenham through its investment of £33.47m from the Local Growth Deal in projects to improve the road network (A350 and M4 Junction 17), support the regeneration of the town centre (Chippenham Station Hub) and build world-class agri-tech skills provision (Wiltshire College, Lackham Campus). We share with Wiltshire Council the economic growth ambitions for Chippenham, linked market towns along the A350 and the powerful draw of the M4 corridor. This new road will bring in both the population and the business to drive that growth forward. As we work together with Wiltshire Council we can deliver a step change in the economic prosperity of Chippenham and the north Wiltshire area, bringing greater wealth and sustainability to our area of southern England between the constrained Thames Valley and the West of England economic areas.

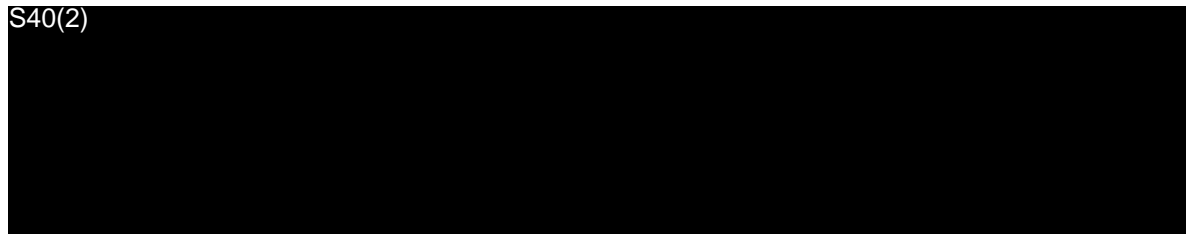
Monkton Park | CHIPPENHAM | SN15 1ER

Web-site: www.swlep.co.uk

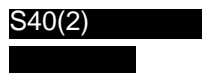
We are excited by the opportunities that can flow from a successful bid, are pleased to offer our support to your HIF bid, and will continue to provide as much input and assistance as necessary.

Yours sincerely

S40(2)



S40(2)





Cllr David Renard
Civic Offices
Euclid Street
Swindon SN1 2JH

Baroness Scott of Bybrook, OBE
Leader, Wiltshire Council
Cabinet Office
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Tel: 01793 463424
Fax: 01793 463808
Email drenard@swindon.gov.uk
www.swindon.gov.uk

Sent via email: S40(2) @wiltshire.gov.uk

30th January 2019

Dear S40(2)

I am writing in support of Wiltshire Council's application to the Ministry of Housing, Communities and Local Government ("MHCLG") for a grant from the Housing Infrastructure Fund (HIF).

The grant applied for will provide necessary upfront investment to facilitate the additional growth in the Chippenham HMA, as identified in Wiltshire's SHMA. This planned growth, facilitated by the grant, will deliver circa. 7,500 homes and 1,000,000 sqft of employment for the Chippenham Urban Expansion scheme. This development will deliver significant economic growth, along the M4 corridor through the Thames Valley and Bristol areas, providing synergies with Swindon's growth agenda.

As you know, we are also currently working with Homes England on our HIF bid, which is focused on supporting the Southern Connector Road: a key element of the New Eastern Villages scheme, which will deliver 8000 new homes, accompanied by employment, retail, education and community infrastructure, creating exemplary sustainable development for this urban extension.

Wiltshire Council has shown its support for the Swindon bid, demonstrating our successful partnership working - particularly through strategic planning and as members of the Swindon and Wiltshire Local Enterprise Partnership (SWLEP). This will continue as we work to deliver ambitious infrastructure schemes, with the shared objective to create sustained economic growth through improved transport and infrastructure, with quality new homes and jobs for our region.

I am very happy, therefore, to support this bid, and very much hope that both are successful, in order to secure the growth and prosperity that we need for our region to thrive.

Yours Sincerely,

S40(2)

Cllr David Renard
Leader, Swindon Borough Council



CHIPPENHAM TOWN COUNCIL

Improving the quality of town life

S40(2)

Ref: MS/SW/LE

26th November 2018

Wiltshire Council
County Hall
Bythesea Road
Trowbridge
BA14 8JN

Dear S40(2)

We refer to our recent discussion.

We understand that Wiltshire Council (the "Council") is considering making an application to the Ministry of Housing, Communities and Local Government ("MHCLG") for a grant from its Housing Infrastructure Fund ("HIF"). These monies will enable the Council to fund the construction of a new road to the eastern & southern boundaries of Chippenham.

We understand further that the purpose of this new road will be to relieve existing traffic congestion through and around the town; and also to provide the necessary highway infrastructure to facilitate the construction of new residential development to the east and south of the town.

We appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

On behalf of Chippenham Town Council ("CTC") we support any application for a HIF grant that the Council makes to MHCLG to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) understanding that the use of such grant monies will deliver substantial benefit to the town in both the short and long terms.

As the Leader and Chief Executive we are excited by the prospect of Chippenham being given the potential opportunity to grow in an infrastructure led planned and cohesive manner, understanding that the lack of infrastructure is one of the main drivers of market failure to date. We believe there is clear evidence of pent up demand in Chippenham and the surrounding area more particularly given the town's strategic position on both east-west and north-south road and rail routes.

Chippenham Town Council

The Town Hall, High Street
Chippenham, Wiltshire
SN15 3ER

01249 446699

enquiries@chippenham.gov.uk
chippenham.gov.uk



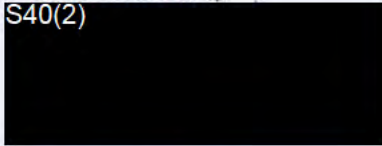


We believe that a HIF grant is exactly the catalyst needed to deliver several thousand new homes in the area defined by the new road, along with the education employment and entertainment opportunities to attract new residents to the area.

We hope that this letter sets out our position in respect of the matters referred to, and we look forward ongoing discussions with the Council as the scheme progresses.

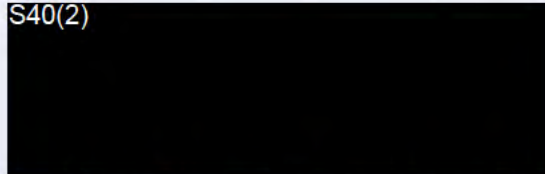
Yours sincerely

S40(2)



Cllr Sandie Webb
Leader of the Council

S40(2)



Mark Smith MBA LLB(Hons) C.Mgr FCMI FSLCC
Chief Executive



S40(2)

Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

February 21, 2019

Dear S40(2)

I understand that Wiltshire Council (the "Council") is considering making an application to the Ministry of Housing, Communities and Local Government ("MHCLG") for a grant of monies from its Housing Infrastructure Fund ("HIF"). If secured these monies would enable the Council to fund the construction of a new road around the eastern and southern quarters of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town, and to provide the necessary highway infrastructure to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

KBC Developments LLP (LLP Registration number OC393105) of registered address 30 City Road, London EC1Y 2AB and offices 3rd floor, Berkeley Square House, Berkeley Square, Mayfair, London W1J 6BU (the "Company") is the owner of the freehold interest in the land shown edged with red on the Plans attached to this letter, registered title numbers WT280948 and WT318822, which also has the benefit of an agreement with Network Rail relating to the construction of a bridge over the adjoining railway line registered title number WT415577. To the extent that the route of such new road will pass across the Company's land, I should like to take this opportunity to confirm that:

1. the Company fully supports any application which the Council decide to make to MHCLG, for a grant of HIF monies to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Company's land;
2. the Company will fully support any application for planning permission for the construction of such new highway infrastructure across its land; and
3. the Company will work proactively with Wiltshire Council to secure the timely delivery of highway infrastructure across its land so as to facilitate the delivery of new homes and for the provision of new highway infrastructure to relieve congestion in the town.

We hope that this letter sets out clearly the Company's position in respect of the matters referred to above and we look forward to continuing our discussions with the Council.

Yours sincerely

S40(2)

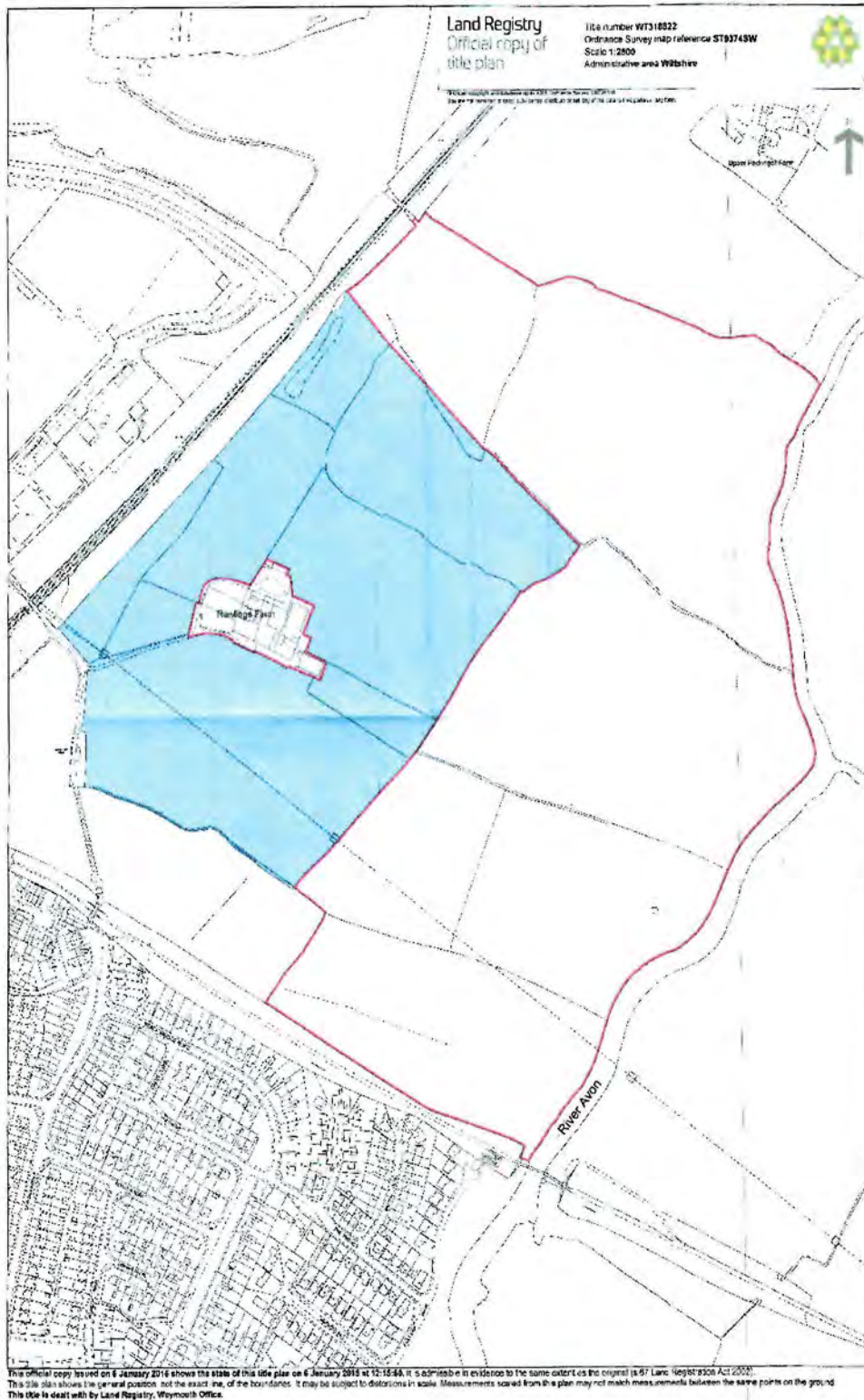
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Tel: S40(2)

Email: S40(2)@summix.com

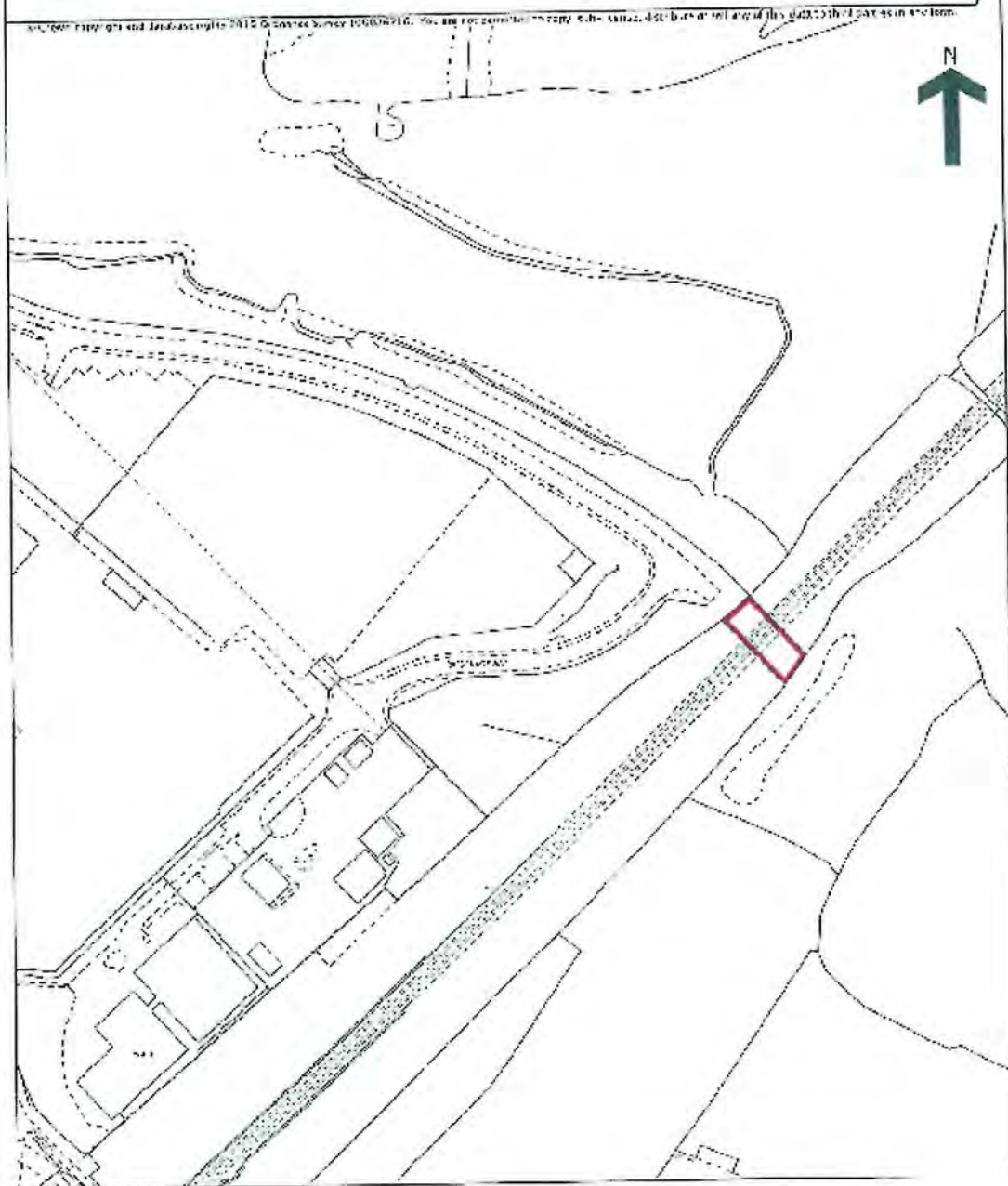
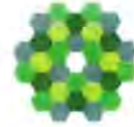


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Land Registry
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Title number **WT415577**
Ordnance Survey map reference **ST9274NE**
Scale **1:2500**
Administrative area **Wiltshire**



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CHIPPENHAM 2020 LLP
ONE STATION SQUARE, CHIPPENHAM, SN15 3NT

22nd January 2019

Dear S40(2)

I refer to our recent discussion.

I understand that Wiltshire Council (the "Council") is making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town, and also to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

Chippenham 2020 (the "Company") is the owner of the freehold interest in the land shown edged with yellow on the plan attached to this letter, registered title number WT291679. To the extent that the route of such new road will pass across the Company's land, I should like to take this opportunity to confirm that:

1. the Company fully supports any application which the Council decide to make to DHCLG, for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Company's land;
2. the Company will fully support any application for planning permission for the construction of such new highway infrastructure across its land; and
3. the Company wish to enter into a legal agreement with the Council to make the Company's land available for the construction of such highway infrastructure.
4. The Company can obtain vacant possession of the land within the Council's timeframe.

We hope that this letter sets out clearly the Company's position in respect of the matters referred to, and we look forward to taking forward discussions with the Council in relation to the proposed Landowner Agreement referred to in point 3 above.


Yours sincerely

S40(2)

for Chippenham 2020 LLP

S40(2)

Wiltshire Council
County Hall
Bythesea Road
Trowbridge
BA14 8JN

4th January 2019

Dear S40(2)

I refer to our recent discussion.

I understand that Wiltshire Council (the "Council") is considering making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

Gleeson Developments Limited (the "Company") is the owner of an Option expiring on 21st October 2031 over the land shown on the plan attached to this letter, registered title number WT227351. To the extent that the route of such new road will pass across the Company's land, I should like to take this opportunity to confirm that:

1. The Company fully supports any application which the Council decide to make to DHCLG, for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Company's land;
2. The Company will fully support any application for planning permission for the construction of such new highway infrastructure across its land; and
3. The Company wish to enter into a legal agreement with the Council to make the Company's land available for the construction of such highway infrastructure. We suggest that this takes the form of an Option Agreement, with the Company granting

to the Council an option for the Council to purchase the freehold interest in such part of the Company's land as is required for such highway infrastructure; the price payable for such land, and other terms of the purchase, to be agreed with the Council.

4. The Company can obtain vacant possession of the land within a period to be agreed in the Option Agreement referred to at 3 above. The Company will fully co-operate with the Council to ensure the time period agreed is commensurate with their aspirations for delivering the project

We hope that this letter sets out clearly the Company's position in respect of the matters referred to, and we look forward to taking forward discussions with the Council in relation to the proposed Option Agreement referred to in point 3 above.

Yours sincerely

S40(2)



cc.

S40(2)



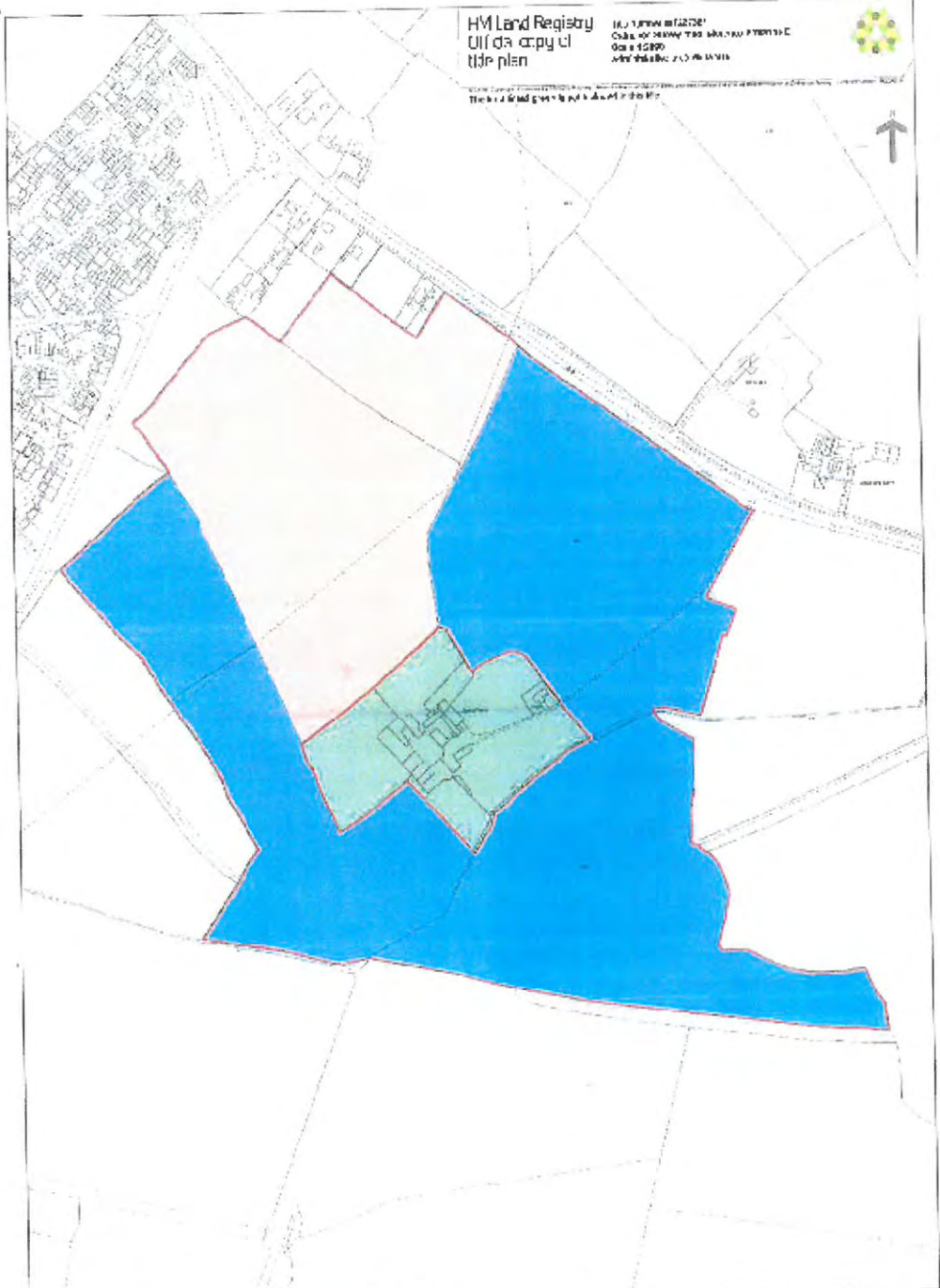
Wooley and Wallis

HM Land Registry
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title plan

16.1.2004 01/27261
Date of issue 16.1.2004
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S40(2)

Our Ref: AJGC/MMS/4234

Wiltshire Council
County Hall
Bythesea Road
Trowbridge
BA14 8JN

18 January 2019

Dear S40(2)

Land at Forest Farm, Chippenham

I refer to our recent discussion and I confirm I act for the freehold owners of the land at Forest Farm.

I understand that Wiltshire Council ("The Council") is considering making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also to provide the necessary highway infrastructure to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such a new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

S40(2)

(the "Owners") are the freehold owners of Forest Farm, Pewsham, Chippenham shown on the plan attached to this letter, registered title number WT227351, subject to an Option in favour of Gleeson Developments Ltd. To the extent that the route of such new road will pass across the Owners' land, we should like to take this opportunity to confirm that:

1. The Owners fully support any application which the Council decide to make to the DHCLG for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Owners' land.
2. The Owners will fully support any application for planning permission for the construction of such new highway infrastructure across its land.

3. The Owners wish to enter into a legal agreement with the Council to make the Owners' land available for the construction of such highway infrastructure so far as this is possible under the terms of the Option. In the event that the Option expires or consent is required under the terms of the Option, we suggest that this takes the form of an Option Agreement, with the Owners granting to the Council an option for the Council to purchase the freehold interest in such part of the Owners' land as is required for such highway infrastructure; the price payable for such land, and other terms of the purchase, to be agreed with the Council.
4. The Owners can obtain vacant possession of the land within a period to be agreed in the Option Agreement referred to at 3 above. The Owners will fully co-operate with the Council to ensure the time period agreed is commensurate with their aspirations for delivering the project.


I hope that this letter sets out clearly the Owners' position in respect of the matters referred to and I look forward to taking forward discussions with the Council in relation to the proposed Option Agreement referred to in point 3 above.

Yours sincerely

S40(2)



C.c: S40(2)



HM Land Registry
Office copy of
title plan

PLAN NUMBER: 100000000000
DATE OF FIRST TAKE: 10/10/2000
DATE OF COPY: 10/10/2000



This document is a copy of the title plan for the land shown in the plan number above. It is not a legal document and should not be relied upon for legal purposes. For more information, please contact HM Land Registry.

MOORE ALLEN & INNOCENT

7th February, 2019

To:

S40(2)

Wiltshire Council
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Dear S40(2)

We refer to your recent discussions with our retained Agent, S40(2) of Moore Allen & Innocent.

We understand that Wiltshire Council (the "Council") is making an application to the Ministry of Housing, Communities and Local Government ("MHCLG") for a grant from its Housing Infrastructure Fund ("HIF"). If successful this grant will enable the Council to fund the construction of a new spine/distributor road to the south & east of Chippenham.

We understand that the purpose of this road will be to alleviate existing traffic congestion on routes around and through Chippenham, and to provide the necessary highway infrastructure to facilitate the construction of new residential development to the south and east of the town.

We appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

The owners of the freehold interest in the land under Registered Title numbers WT270498 and WT314989 are S40(2) of Manor Farm, Allington, Chippenham SN14 6LN ("the Owners")

To the extent that the route of such new road will pass across the Owners' land, the Owners confirm that:

1. the Owners support the application the Council is making to MHCLG, for a HIF grant to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Owners' land;
2. the Owners will support an application for planning permission for the construction of such new highway infrastructure across its land subject to agreeing terms and conditions; and
3. the Owners will negotiate the terms of a legal agreement with the Council in due course to make the Owners' land available for the construction of such highway infrastructure.

5 Warren Business Park, Knockdown, Tetbury, Gloucestershire GL8 8QY
01454 238600 · tetbury@mooreallen.co.uk · mooreallen.co.uk

Partners: M. J. Halliwell BSc (Hons) MNAEA R. A. Bowyer FNAEA FNAVA M. R. Hill MRICS C. J. C. Graham MRICS FFAV P. M. Oughton MSc PhD FPC MIAGM
P. J. Allwood FNAVA S. A. Millsom BA (Hons) FFAV Consultant: W. G. Singer FRICS Company Secretary: K. P. Winmill Dip (Comp) Dip (AML) FICA

Regulated by R.I.C.S.

Moore Allen & Innocent LLP is a Limited Liability Partnership registered in England and Wales, No. 0C311820 Registered Office: 33 Castle Street, Cirencester, Glos. GL7 1QD.

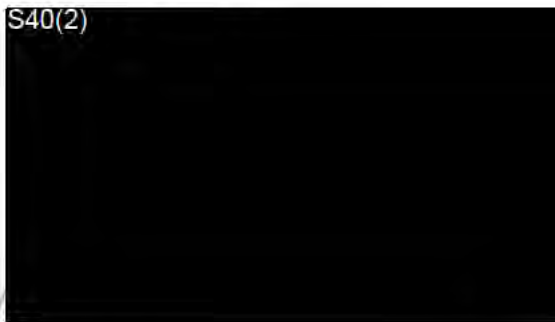


4. The Owner/Occupiers can offer vacant possession of the agricultural land within a reasonable timescale when informed by the Council that the land is required for the project.

We hope that this letter sets out clearly the Owners' position in respect of the matters referred to, and we look forward to taking discussions forward with the Council as soon as is practicable.

Yours sincerely,

S40(2)

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S40(2)

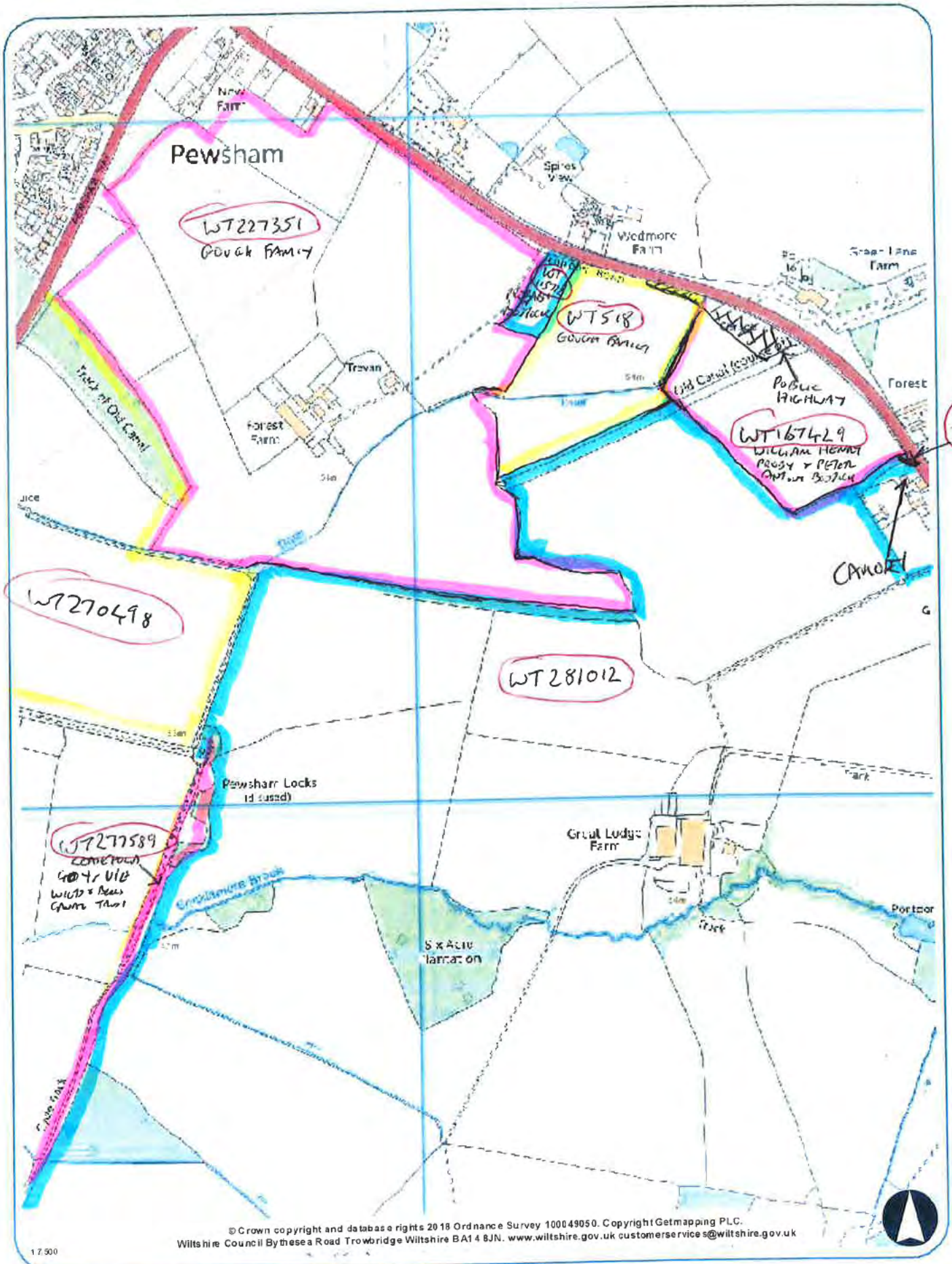
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S40(2)

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Wiltshire Council ArcGIS Web Map

Where everybody matters





BOWOOD

16th January 2019

S40(2)

Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JN

Dear S40(2)

HOUSING INFRASTRUCTURE FUND APPLICATION WITHOUT PREJUDICE

I refer to our meeting on 11th January, 2019. Following that meeting, I understand that Wiltshire Council (the "Council") is considering making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such a new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes with the local community, to be carried out by the Council.

The Bowood Estate (the "Estate") is the owner of the freehold interest in the land shown edged with red on the plan attached to this letter. To the extent that the route of this new road may pass across the Estate's land, I should like to take this opportunity to advise that, subject to contract:

1. The Estate supports an application by the Council to DHCLG, for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works), which may pass across the Estate's land;
2. Based on the information provided at this stage, the Estate intends to support an application for planning permission for the construction of such new highway infrastructure across its land;
3. The Estate would look favourably to negotiate a legal agreement with the Council, to make the Estate's land available for the construction of such highway infrastructure; and
4. The Estate can obtain vacant possession of the relevant land within the Council's outline timeframe, as the land is let on Farm Business Tenancies.

S40(2)

cc: The Marquis of Lansdowne

HOTEL, SPA & GOLF RESORT
Derry Hill, Calne, Wilts. SN11 9PQ
Tel: 01249 822228
Email: golfclub@bowood.org

THE ESTATE OFFICE
Bowood, Calne, Wilts. SN11 0LZ
Tel: 01249 812102
Email: estateoffice@bowood.org

HOUSE & GARDENS
Bowood, Calne, Wilts. SN11 0LZ
Tel: 01249 812102
Email: houseandgardens@bowood.org



The Estate Office,
 Bowood,
 Calne,
 Wiltshire, SN11 0LZ
 Tel: 01249 812102
 Fax: 01249 821757

Land at Forest Gate, Chippenham

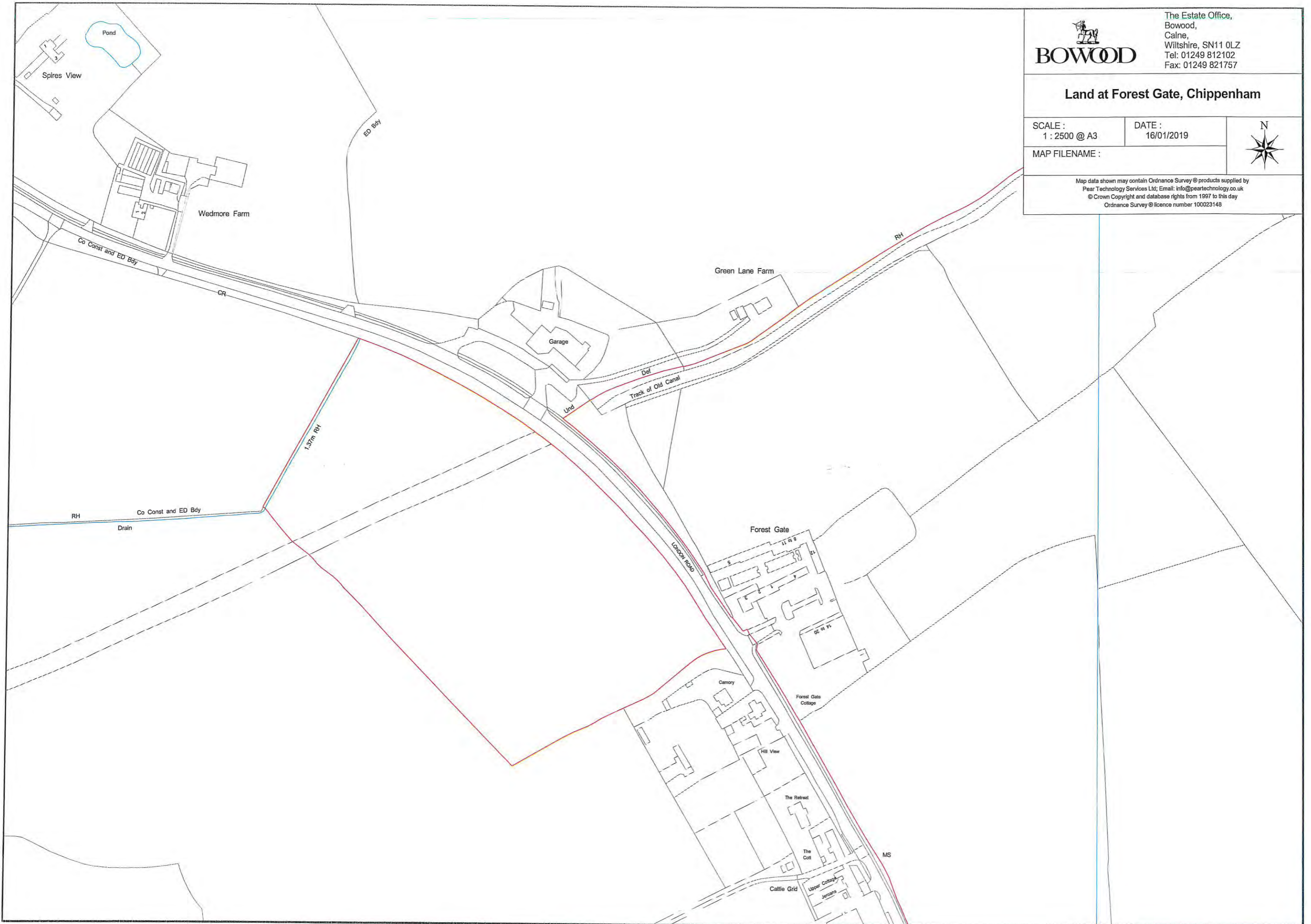
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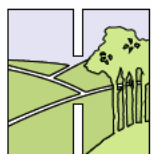
DATE :
 16/01/2019



MAP FILENAME :

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 Ordnance Survey @ licence number 100023148





Hallam Land Management

Unit 3 Apex Court, Woodlands, Bradley Stoke, Bristol BS32 4JT
t: 01454 625532 f: 01454 625534
e: hallamlandsw@henryboot.co.uk
www.hallamland.co.uk

18th January 2018

S40(2)
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Dear S40(2),

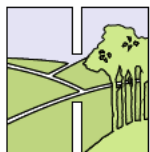
Land at Showell Farm, Chippenham

We understand that Wiltshire Council (the "Council") is considering making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern and southern boundary of Chippenham.

We further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such a new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

S40(2) own the land shown on the plan attached to this letter, registered title number WT269420. Hallam Land Management are promoting the site for development and we have a legal agreement with the landowners. To the extent that the route of such new road will pass across our land, we should like to take this opportunity to confirm that, subject to the alignment of the road following the southern boundary of the land as outlined on the indicative corridor shaded black on the attached plan and being no more than 20m in width and subject to us being content with the road design and specification:



Hallam Land Management

1. we fully support any application which the Council decide to make to DHCLG, for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across our land;
2. we will fully support any application for planning permission for the construction of such new highway infrastructure across our land; and
3. subject to a satisfactory level of Housing Infrastructure Fund being granted and planning permission being granted we would make our land available to help deliver the road. The form of the agreement to give the Council the necessary comfort that the road could be delivered would be agreed between us once more detail on the road is known together with the purchase price of the land and the necessary professional fees being covered.
4. There are no tenancy arrangement on the land as we farm it, and therefore vacant possession of the land can be provided.

We hope that this letter sets out clearly our position in respect of the matters referred to, and we look forward to taking forward discussions with the Council in relation to the proposed Option Agreement referred to in point 3 above.

Yours sincerely

S40(2)

and on behalf of

S40(2)

S40(2)



Weepen Way

A350

Lower Lodge

Forest Ln

Google Earth

© 2018 Google
Image © 2019 Getmapping plc



15 January 2019

Principal: Amanda Burnside

S40(2)

Wiltshire Council
County Hall
Trowbridge
Wiltshire
BA14 8JN
By Email: S40(2)@wiltshire.gov.uk

Dear S40(2)

I refer to our recent discussion and write on behalf of Wiltshire College and University Centre (the "College").

You advised that Wiltshire Council (the "Council") is proposing to apply to the Ministry of Housing, Communities and Local Government ("the Ministry") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

You explained that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

Whilst the precise route of such new road will ultimately be determined by the grant of a formal planning permission, the Council has identified that a new road is likely to require part of the College's land. The College is the registered freehold owner of the land within Land Registry Title number WT266283 shown edged red on Plan A attached to this letter. Should the route of a new road pass across the College's land then, subject to agreeing suitable terms for the acquisition of that Land which are likely to include but not be limited to ensuring the future development proposals of the College are not inhibited, adequately protecting the safety of College students and payment of appropriate compensation, I can confirm on behalf of the College that:

1. the College will support an application made by the Council to the Ministry's Housing Infrastructure Fund or similar funding. It is anticipated that such funding will be used to contribute towards the construction of new highway infrastructure including roads, junctions, drainage and ancillary works across part of the College's land;
2. the College will support an application for planning permission for the construction of such new highway infrastructure across part of it's land; and
3. the College is content to enter into a legal agreement with the Council to make the College's land available for the construction of such highway infrastructure. The College proposes that this takes the form of an Option Agreement. The College would potentially be willing to grant the Council an option for the Council to purchase the freehold interest in such part of the College's land as is required for such highway infrastructure. The price payable for the College's land and other terms of the purchase can be recorded in the agreement with the Council.

Trowbridge Campus

College Road, Trowbridge,
Wiltshire, BA14 0ES

Chippenham Campus

Cocklebury Road, Chippenham,
Wiltshire, SN15 3QD

Lackham Campus

Lacock, Chippenham,
Wiltshire, SN15 2NY

Salisbury Campus

Southampton Road, Salisbury,
Wiltshire, SP1 2LW

4. the College can obtain vacant possession of the land once it is informed by the Council that the College's land is required for the project.

I trust that this letter sets out clearly the College's position in respect of the matters referred to. I look forward to progressing discussions with the Council in relation to the proposed Option Agreement referred to in point 3 above.

Yours sincerely

S40(2)



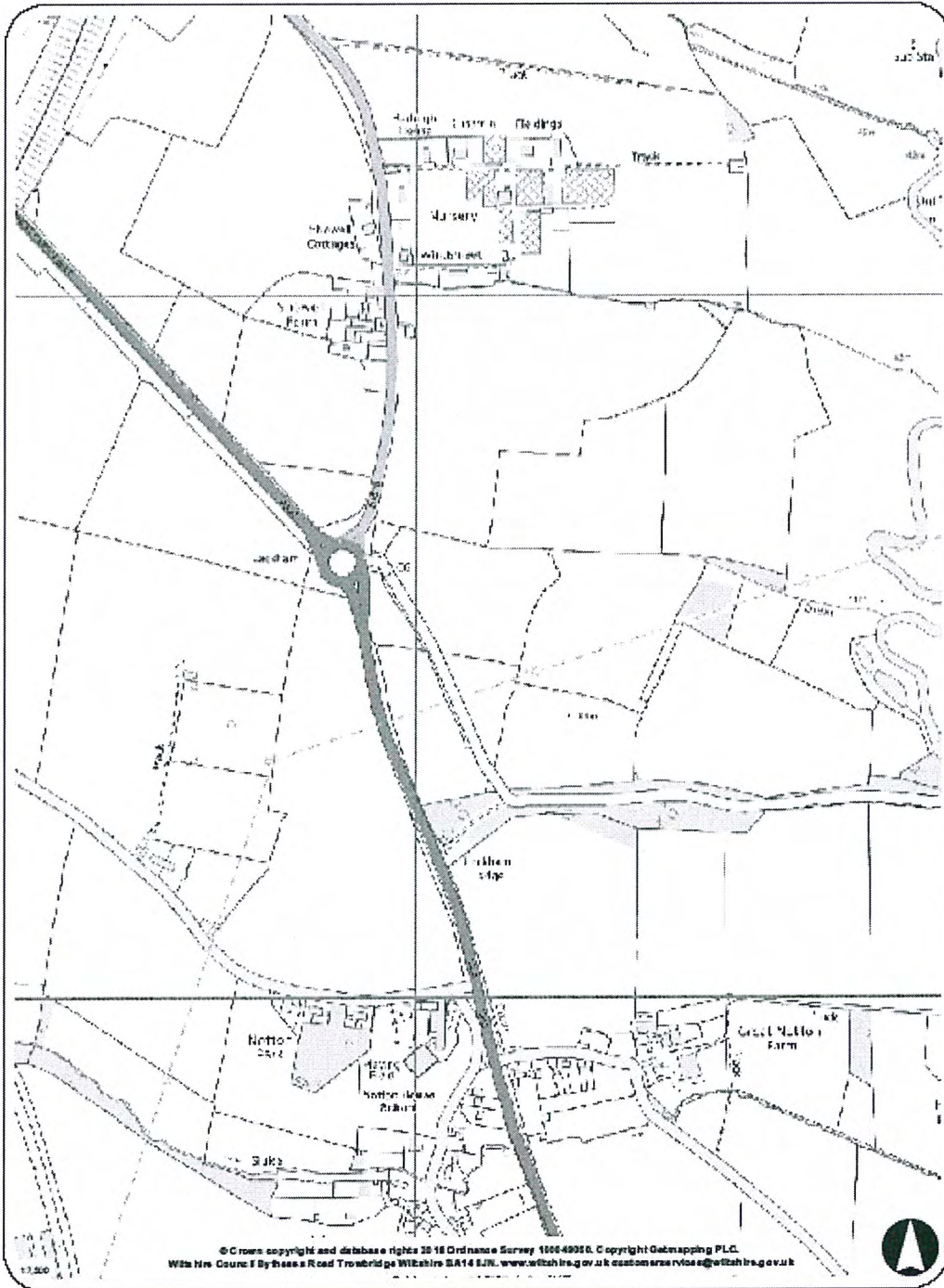
Wiltshire College & University Centre

Chippenham | Lackham | Salisbury | Trowbridge

T: S40(2) | M: S40(2) | E: S40(2)@wiltshire.ac.uk

Wiltshire Council ArcGIS Web Map

Wiltshire Council



Our ref:
Your ref:

S40(2)
S40(2)
S40(2)
Highways England
930 Aztec West
Bristol
BS32 4SR

Sent by email

Direct Line: S40(2)

1 March 2019

Dear S40(

Chippenham Housing Infrastructure Bid 2019

Highways England recognises that our future prosperity depends on our roads. The Strategic Road Network (SRN) is a critical national asset and we work to ensure that it operates and is managed in the public interest, balancing the unprecedented need to facilitate growth in England, with the network's long-term safe operation and integrity. As the strategic highway authority responsible for operating, maintaining and improving the SRN, which in this case comprises M4 Junction 17, we are responsible for ensuring its primary function (the safe and efficient movement of goods and people) is maintained. It is on the basis of these responsibilities that we have worked closely with Wiltshire Council throughout the development of their Housing Infrastructure Fund bid.

Wiltshire Council is promoting Chippenham and the surrounding area as a key driver for future economic growth in Wiltshire and the wider South West region. We therefore welcome their bid to the Housing Infrastructure Fund (HIF) to provide enhanced highways infrastructure in Chippenham, including an upgrade to M4 Junction 17, to unlock an emerging urban expansion of 7500 homes to the east of the town (CUE). A HIF funding award for the full funding request would enable Wiltshire Council to deliver the proposed local and strategic road network enhancements in one timely and consistent programme of works at an early stage of the CUE build-out trajectory. Whilst the do less scenario would provide some infrastructure, it would not achieve the same level of benefit.

Wiltshire Council has taken an active lead in working towards a comprehensive HIF highway infrastructure scheme to facilitate the future development of Chippenham. This has included regular engagement with Highways England throughout the development of the transport assessment supporting the business case submission. The Council has kept us informed of the traffic modelling assessment work that has been undertaken to support the HIF bid submission. The traffic modelling work has been based on a derivative of the South West Regional Transport Model developed by Highways England. This is a strategic model that is used to assess the impact of major transport schemes and development proposals. In discussion with Wiltshire Council we agreed a modelling methodology that could be completed within the timescale allowed by the HIF submission process. We are content that for the purposes of this bid the level of detail at which the SRN has been assessed is acceptable and that the assessment demonstrates the

adverse impacts on the SRN can be appropriately mitigated by the identified modifications to M4 J17. It will be expected, as part of the more detailed design process, that more detailed design will take place to refine the scheme design.

We note that the scale and location of the housing and employment developments tested for the purposes of this HIF submission business case are not committed or allocated in the current Local Plan and are therefore pre-empting the Local Plan review. However, it is expected that the site(s) would be identified as a strategic allocation(s) through the Local Plan review process, and it is on this basis that we have considered the merits of this HIF submission. That is, any future development beyond that committed or identified within an existing local plan would require further assessment for our review, and is likely to be based on a different set of forecast assumptions which are more appropriate for plan-making purposes and more typical for development impact testing. It may, therefore, be the case that the Local Plan review process may result in a requirement to further enhance the M4 Junction 17 mitigation identified in the bid. It is anticipated that the Local Plan assessment work will build on the HIF submission and thus we look forward to continuing to work closely with Wiltshire Council throughout the preparation of the transport evidence base, so that we can provide sound advice in relation to further transport solutions that may be required to support potential site allocations.

In summary, the HIF bid is to provide highway infrastructure to unlock significant housing development sites in Chippenham that have not yet been tested through the plan-making process. Thus, the assessment for the HIF submission is the first time we have had the opportunity to establish the magnitude of such significant growth. We are broadly content that for the purposes of the bid, the business case is supported by a satisfactory assessment of traffic impact. Highways England is pleased to be able to support this bid on the basis that the inclusion of mitigation at M4 Junction 17 ensures the proposals would not adversely affect the safe and efficient operation of the SRN. However, we look forward to working closely with Wiltshire Council from the earliest stages of the Local Plan review process to refine the development impact assumptions and ensure that any further necessary transport solutions are included within the associated transport strategy.

Yours sincerely

S40(2)

S40(2)
Highways England- South West Operations





WILTS & BERKS CANAL TRUST

PATRON: HRH THE DUCHESS OF CORNWALL

RESTORING IN PARTNERSHIP THE WILTS & BERKS CANAL THROUGH WILTSHIRE, SWINDON AND OXFORDSHIRE

S40(2)

Wiltshire Council
County Hall
Bythesea Road
Trowbridge BA14 8JN

16th January 2019

Dear S40(2),

I understand that Wiltshire Council (the "Council") is considering making an application to the Department of Housing, Communities and Local Government ("DHCLG") for the receipt of monies from its Housing Infrastructure Fund. These monies would enable the Council to fund the construction of a new road around the eastern boundary of Chippenham.

I further understand that the purpose of this new road would be to relieve existing traffic congestion on north/south routes around the town; and also, to provide the necessary highway infrastructure, to facilitate the construction of new residential development to the east and south of the town.

I appreciate that the precise route of such new road will ultimately be determined by the grant of a formal planning permission, following appropriate consultation processes to be carried out by the Council.

The Wilts & Berks Canal Trust (the "Trust") holds a lease for a term of 50 years from 17th December 2008 of the route of the old canal within the land shown on the plan attached to this letter, registered Title Number WT277589. To the extent that the route of such new road will pass across the Trust's land, I should like to take this opportunity to confirm that:

1. the Trust fully supports any application, which the Council decide to make to DHCLG, for Housing Infrastructure Funding, to construct new highway infrastructure (including roads, junctions, drainage and ancillary works) across the Trust's land;
2. the Trust will fully support any application for planning permission for the construction of such new highway infrastructure across its land so long as this enhances and does not prejudice its plans to restore the old canal running from the A4 to Reybridge;
3. the Trust, subject to the consent of its landlord, wish to enter into a legal agreement with the Council to make the Trust's land available for the construction of such highway infrastructure. We suggest that this takes the form of an Option Agreement, with the Trust granting to the Council an option for the Council to acquire such rights necessary to cross the route of the old canal; the price payable for such rights, and other terms of the purchase, to be agreed with the Council.

Wilts & Berks Canal Trust: A Non-Profit-Distributing Company Limited by Guarantee.

Registered in England and Wales No. 2267719

Registered Address: Dauntsey Lock Canal Centre, Dauntsey Lock, Chippenham, SN15 4HD

Registered Charity No: 299595

Telephone: 0845 625 1977

E-mail: info@wbct.org.uk

Website: www.wbct.org.uk



WILTS & BERKS CANAL TRUST

4. The Trust can provide vacant possession of the land shortly after being informed by the Council that the land is required for the project, subject to the consent of its landlord, the Weinstock Estate, being forthcoming.

We hope that this letter sets out clearly the Trust's position in respect of the matters referred to, and we look forward to taking forward discussions with the Council in relation to the proposed Option Agreement referred to in point 3 above.

Yours sincerely

S40(2)

S40(2)

WILTS & BERKS CANAL TRUST

Centre Coordinate: 393,867 171,242 Date: 11 Jun 2018

Wiltshire Council ArcGIS Web Map
View only, no updates



Dear Sirs

Re. Wiltshire Council application to MHCLG for a HIF grant

The Leader and Cabinet of Wiltshire Council fully endorse our application to MHCLG for a grant from its Housing Infrastructure Fund (HIF). If awarded, this grant will enable the construction of a distributor spine road around the east and south of Chippenham, delivering access to land for 7,500 new homes, at least 1 million sq.ft. of new employment space, and all associated community and social infrastructure.

Cabinet recognises that this is a once in a generation opportunity with the potential to act as a catalyst for the whole of Chippenham and the surrounding area, delivering vibrant resilient communities, enhanced economic prosperity, and a higher quality of life for all.

Chippenham is ideally placed for expansion, being the only town identified by the SW LEP to benefit from two of the three “growth zones.” M4 and A350, presented in its 2018 Economic Assessment*. However expansion is currently constrained by the non-affordability of up front infrastructure provision, evidenced by the slow rate of development and high levels of house price inflation to date.

The new road will directly enable the delivery of new homes at every point along its length, making maximum economic impact and RoI for Chippenham, Wiltshire Council and MHCLG. Our bid also includes a minimum of 1 million sq.ft. of employment land and complementary retail, education and community infrastructure to deliver the critical mass for a stronger more prosperous and forward looking community.

The Cabinet has worked together with Council Officers to create a shared Vision for Chippenham based around three pillars of prosperity...

- A leading riverside destination
- A sustainable vibrant economy
- A thriving place for all

...and went on to determine what we can expect to see as each element of the Vision is delivered.

We have invested in creating high-quality design principles, care for the environment and an inclusive approach to housing provision at the

Leading riverside destination	Sustainable vibrant economy	Thriving place for all
Revitalised centre Maximise the potential of Chippenham's historical centre - creating a place that people are excited to visit and enjoy spending time	Transformational tech hub Create a high-tech ecosystem that fosters innovation and attracts lean firms, start-ups, and entrepreneurs	Quality living Deliver innovative and distinctive homes that provide a mix of types / tenures
Expanded leisure and lifestyle offer Provide a range of leisure and cultural opportunities (e.g. restaurants, cafes, festivals, events, markets) that contribute to the vitality of Chippenham	Multi-connectivity Promote multi-modal transportation locally and become a gateway to the South West, and a key part of the London-Bristol corridor	Integrated community A place where existing and new communities get together e.g. physical and virtual space and platforms for community activities
Iconic venue Become home to a distinctive specialist venue that will act as an iconic symbol and magnet for residents and the visitor economy	Diverse and inclusive economy Provide good quality education, training, and flexible jobs that create a wide range of employment opportunities for all	Transformation of services Deliver high quality services and programmes that promote active and sociable lifestyles
Attractive riverside location Orient the town to make the most of the River Avon - providing a setting for eating, socialising and relaxing, and bringing nature to the heart of Chippenham.	Leading businesses Attract major employers that will provide high quality jobs and align with Chippenham's economic ambition	Sustainability of the heart Innovate to inspire and enable sustainable lifestyles e.g. walking, cycling, and use of public transport; delivering smart homes
Empowering whole lives, creating a resilient community and generating a positive net contribution for the area		
Running throughout the vision is the principle that Chippenham will become a town that empowers people in any situation, and at any stage of life, to live whole and thriving lives.		

* Swindon & Wiltshire Economic Assessment, May 2018, SW LEP.

core of our application, all of which together identify the progressive nature of development for which Chippenham and this Council will become known. We will design and deliver innovation and quality in housing, infrastructure and employment provision to give Chippenham & Wiltshire the best possible future prospects, and the HIF grant will directly enable this ambition.

Chippenham is the principal settlement in the north of the County and has a strong influence on both the residential and economic prosperity of the areas that surround it...

- Residentially it provides homes for people not only for its own businesses but also for those locally between Swindon and Bristol, as well as further afield to London and South Wales by train. Both are set to expand with the existing and planned provision of new commercial space, and the electrification of the railway to London putting the capital within even easier reach
- Economically it is at the centre of an area of identified economic expansion via the east/west M4 and the north/south A429/A350 corridors with businesses large and small recognising the opportunity and looking to direct inward investment to the area.

We are very excited by the opportunities that will flow from a successful bid, and are keen to demonstrate our explicit political support, now and in the long term, for the expansion of Chippenham in this planned infrastructure led way.

Yours faithfully

Councillor Baroness Scott of Bybrook OBE,

Leader of the Council

S40(2)

Councillor John Thomson

Deputy Leader, and Cabinet Member for Communications, Communities, Leisure and Libraries.

S40(2)

Councillor Pauline Church

Cabinet Member for Economic Development and South Wiltshire Recovery

S40(2)

Councillor Richard Clewer

Cabinet Member for Corporate Services, Housing, Heritage, Arts and Tourism

S40(2)

Councillor Laura Mayes

Cabinet Member for Children,
Education and Skills

S40(2)



Councillor Toby Sturgis

Cabinet Member for Spatial Planning,
Development Management and
Property

S40(2)



Councillor Bridget Wayman

Cabinet Member for Highways,
Transport and Waste

S40(2)



Councillor Philip Whitehead

Cabinet Member for Finance,
Procurement, ICT and Operational
Assets

S40(2)



Councillor Jerry Wickham

Cabinet Member for Adult Social
Care, Public Health and Public
Protection

S40(2)



S40(2)

From: S40(2)
Sent: 20 March 2019 09:29
To: S40(2)
Cc: S40(2)
Subject: Housing Infrastructure Fund - Forward Funding Bid

Dear S40(

I write to set out our comments in relation to the Council's Housing Infrastructure Fund(HIF) bid for Chippenham.

The scheme has a close fit with Chippenham's wider development plan context and will enable the upfront delivery of strategic infrastructure that is necessary to unlock future growth of the town.

Chippenham is designated as a Principal Settlement in the adopted Wiltshire Core Strategy, one of just three such settlements in Wiltshire. They are strategically important centres and the primary focus for growth in the County (Core Policy 1, Wiltshire Core Strategy 2006-2026, adopted January 2015). It is expected that Chippenham will continue to provide significant levels of new homes and jobs, together with supporting community facilities and infrastructure into the future.

The Chippenham Site Allocations Plan (adopted May 2017) allocates large scale mixed use, strategic sites, at the town. These sites have been planned to allow for a longer term pattern of growth at the town. The Plan's proposals safeguard the potential for future road alignments to the east and south, clearly indicating a need arising in the future for strategic road infrastructure improvements. Whilst preparing the Plan it was recognised that any future longer-term pattern of development would include roads to bridge the River Avon and link the A350 and A4, to unlock future phases of strategic housing growth, and maintain the resilience of the town's highway network to prevent unacceptable congestion and harm to the town centre (see Position Statement - [Improving highway network resilience at Chippenham](#)).

Work is underway to review the Wiltshire Core Strategy for the plan period 2016 to 2036. An employment land review reports that there is more market interest in Chippenham than any other town in the County, with business reporting a shortage of available land, and scope for more land to be allocated for new business and the expansion of existing employers (see [Wiltshire Employment Land Review](#)). The town has excellent transport links, being in close proximity to the M4, the A350 and is located on the main Bristol to London railway route. It will benefit further from electrification of the railway. This locational strength is a distinct reason for the town's important economic position. It is a focus for growth capitalising on the towns access to the M4 corridor, London and wider markets.

The Council's strategic housing land availability assessment shows a considerable amount of land being put forward by developers and land owners in the area (see [Wiltshire Strategic Housing and Employment Land Availability Assessment](#)). It is noted that all the land subject to the HIF bid is in this category. Work on housing needs has identified a housing market area centred on Chippenham (see [Swindon and Wiltshire Housing Market Area Assessment](#)). This evidence shows a step change increase in housing needs in the local area, an increase by more than 40%, in a wider context of continuing much the same or lower rates of house building elsewhere in the County.

Having taken into consideration the above factors, it is evident that there is a clear synergy between the ambition of the HIF bid to secure significant increases in housing at the town with current development plan strategy and its future direction.

Kind regards

S40(2)

Economic Development and Planning
Wiltshire Council
Email: S40(2)@wiltshire.gov.uk
Tel: S40(2)

Chippenham Planning Context

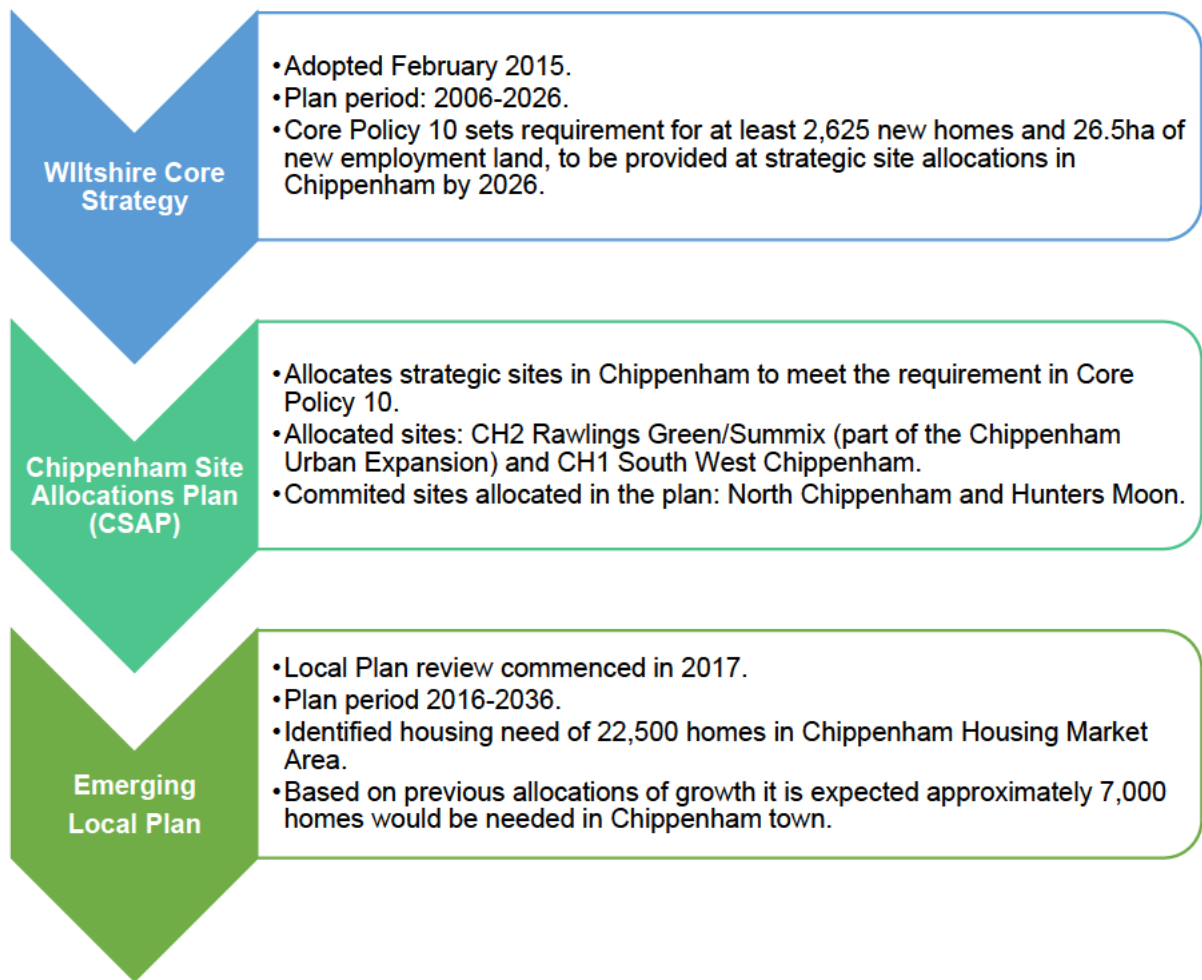
1. Overview

The Chippenham Urban Expansion Distributor Road to be funded by HIF represents an opportunity to unlock development sites in the Chippenham Urban Expansion which are either allocated in the Chippenham Site Allocations Plan (CSAP) meeting the housing need in the period 2006-2026 and also sites which would address the housing need for the period 2016-2036 and beyond as identified as part of the Wiltshire Local Plan review process.

Policies in the adopted CSAP preserve for the construction of the distributor road in the longer term beyond the CSAP period (2006-2026). The delivery of a distributor road meets the policies in the Wiltshire Core Strategy and Local Transport Plan.

The planning policy context for Chippenham is summarised in Figure 1.

Figure 1 - Chippenham planning policy context



2. The Chippenham Site Allocations Plan (CSAP)

The CSAP (adopted May 2017) (App06) supports the delivery of the Wiltshire Core Strategy (adopted Feb 2015) (App07) by allocating specific sites which together deliver the quantum of housing and employment need specified in Core Policy 10 of the Core Strategy. The CSAP included a detailed evidence base for transport & accessibility which in conjunction with other evidence informed the site selection process.

The CSAP set a requirement for 26.5ha of new employment land and at least 2,625 new homes, to be provided at strategic site allocations in the town by 2026 which are:

- CH1 South West Chippenham (planning permission granted 14/12118/OUT) and
- CH2 Rawlings Green (outline planning application submitted 15/12351/OUT).

The Rawlings Green site will include the delivery of the Cocklebury Link Road which will provide access from the site to the south (at Darcy Close) and to the west onto the B4069. Policy CH2 states that:

“- 6. Design and layout of development must not prohibit a potential future road connection to land to the east from the A350 to the river”

Policy CH1 (South West Chippenham) preserves for future road connections to the south of the town:

“- 6. Design and layout of development must not prohibit a potential future road connection to land across the river to the south-east.”

The transport evidence considered several scenarios in relation to location and size of development, and provision of different levels of transport infrastructure. The adopted CSAP scenario (ADS41) allocated development at two strategic sites in Chippenham, of which, the Rawlings Green/Summix site, is included in the Chippenham Urban Expansion.

Alternative scenarios tested higher levels of development, including development sites included in the urban expansion: Wiltshire Council, Riverside/Chippenham 2020, Forest Farm - Gough/Gleeson, Shiles and Candy.

The transport evidence demonstrated that in order to deliver levels of growth beyond the adopted CSAP development quantum, major new transport infrastructure (the Eastern or Southern link roads) would be required. The testing concluded that without the Eastern or Southern link roads the local highway network could not accommodate the level of demand generated without compromising acceptable levels of service.

The evidence concluded that investment in a link road to the east or south of Chippenham would be required to unlock further levels of development beyond the CSAP allocated quantum. The CSAP policies preserve the ability to deliver future road proposals and ensure connectivity with the wider network to unlock future growth potential in the town.

3. Emerging Local Plan need

Wiltshire Council commenced a review of its Local Plan in 2017 in partnership with Swindon Borough Council. When it is adopted it will provide a housing requirement for Chippenham for the period 2016-2036.

Key findings of the 2017 SHMA for Chippenham (App02) highlights the key reasons why HIF funding is being requested to unlock the delivery homes now:

“- The town has significant potential for economic growth. A new road linking the A4 to the A350 would help considerably toward realising it.

- Housing development has been well below anticipated rates, largely because there has been no land identified for development for much of the plan period.”

The SHMA identified the Full Objectively Assessed Need for Housing for the period 2016-2036 to be 29,000 dwellings in Swindon (1,450 dwellings per annum) and 44,000 dwellings in Wiltshire (2,200 dpa), an overall total of 73,000 dwellings. The need for each housing market area being:

- Chippenham HMA: 22,250 dwellings.
- Salisbury HMA: 8,250 dwellings.
- Swindon HMA: 29,000 dwellings.
- Trowbridge HMA: 13,500 dwellings.

Chippenham is the main settlement in Wiltshire's largest housing market area. The study reported a significant increase in housing need for the area when compared to the level of housing planned for the period 2006-2016; an increase of 57%.

If a housing requirement for Chippenham was set to a pro-rata 57% increase in need, a housing requirement for the Chippenham settlement would be in excess of 7,000 dwellings for 2016-2036. It is expected that this housing requirement will not act as a ceiling to growth over the plan period.

Different distributions of growth within the housing market area are being tested and stem from a high-level assessment of place attributes, trend and potential growth analysis. The assessment has shown that it would be appropriate to test lower rates of growth at the majority of settlements in the Chippenham HMA; Calne, Corsham, Devizes and Malmesbury.

Only at Chippenham and Melksham are increases of more than 57% being considered as possibilities, primarily because of their relatively unconstrained nature and because of their prospects for economic growth. A consequence of greater restraint at so many settlements in the market area inevitably points toward the need to compensate and examine the scope for a profound step change in housing delivery at Chippenham to meet the minimum forecast of overall housing need for the market area as a whole.

The extent of the Chippenham housing market area would suggest scope for a wider variety of different strategies with quite different levels of development possible at each settlement. Given such a significant increase in overall need, and pressures for a larger amount of homes to be accommodated, variations from the current plan distribution may be more likely in order to ensure a sustainable pattern of development, for example, to prevent environmental harm, to meet needs for significant new infrastructure or reflect local prospects for economic growth.

4. The Chippenham Urban Expansion

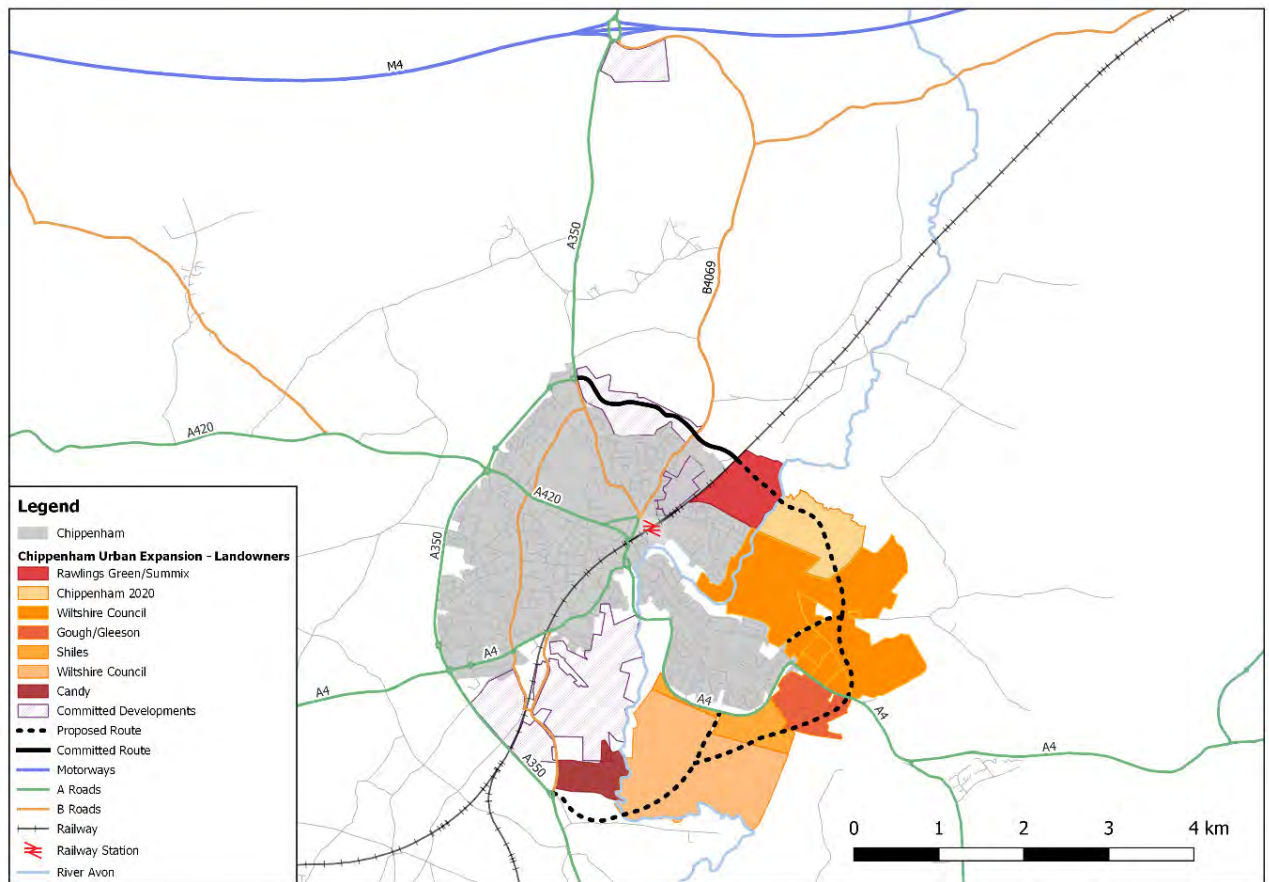
Wiltshire Council is the promotor of the Chippenham Urban Expansion scheme, and also has a role in the scheme as the local planning authority, so it is important for the authority to maintain impartiality.

Rawlings Green/Summix is the only site of the scheme which is allocated in an adopted plan (the CSAP for the period 2006-2026). The remainder of the sites which form the Chippenham Urban Expansion scheme, the sites within Wiltshire Council's ownership and those owned by private developers, are included in the Strategic Housing and Economic Land Availability Assessment (SHELAA) and as such will be consideration for selection as part of the Local Plan review site selection process.

The SHELAA site references and planning statuses of the sites included in the Chippenham Urban Expansion project are included below and on Figure 2:

- S43(2) [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

Figure 2 - Chippenham CSAP sites, Chippenham Urban Expansion and distributor road



Whilst a housing need has been identified, due to the stage of the current Local Plan review, no specific sites in Wiltshire have yet been allocated for development. This presents a risk for planning applications for the distributor road and housing. There is also a risk of prematurity should applications be submitted too early in the Local Plan review process in advance of adoption. Wiltshire Council are in the process of undertaking a number of steps to mitigate this risk.

Wiltshire Council are in the process of conducting the necessary technical work to demonstrate the suitability, availability and deliverability of the sites within their ownership to promote their inclusion in the next Local Plan.

In addition to the this, the next steps for Wiltshire Council to manage the risks are through the following measures:

- Prepare for planning applications to be submitted at the time of the Regulation 19 Pre-submission consultation on the draft Local Plan. It is considered this is an appropriate time to submit a planning application and mitigate the risk of prematurity.
- Develop a hybrid planning application which is for full planning permission for the distributor road and outline permission for the housing sites.
- Enter pre-application discussions with Wiltshire Council, as the planning authority, as soon as possible.
- Put in place landowner agreements, as appropriate, to align the programmes of all landowners of the urban expansion. mitigate this risk.

5. Summary

The Chippenham Urban Expansion distributor road to be funded by HIF will unlock the development sites for the Chippenham Urban Expansion site to deliver 7,500 homes in Chippenham. It will meet

the long-term housing need in the town and support economic success of the town at the heart of two SWLEP Growth Zones: M4-Swindon and A350. Wiltshire Council will actively promote the site to be allocated in the next Local Plan which will ensure that the right level of growth is provided in the right place.

2.3.1 Meeting Housing Policy Objectives – Supporting Information

The Chippenham Urban Expansion project supports several Government ambitions for housing as set out in the Housing White Paper, 'Fixing our broken housing market' (February 2017), namely: unlocking public sector and local authority land, building homes faster, diversifying the market and helping people now.

The Housing White Paper estimates housing need in England to be at least 225,000 to 275,000 new homes per year to meet demand, and the Government target has been set to 300,000 per year. As part of the emerging Local Plan being prepared jointly with Swindon Borough Council for the period 2016-2036, housing need for Wiltshire is being reassessed in line with the revised housing need methodology identified in the Housing White Paper.

Wiltshire housing need was previously identified in the Strategic Housing Market Assessment (SHMA, November 2017) which followed best practice at the time to identify housing market areas and assess levels of housing need. The SHMA reported a significant increase in housing need for the Chippenham HMA (22,500 homes between 2016-2026), an increase of 57% compared to the level of housing planned for the period 2006-2016. If a housing requirement for Chippenham was set to a pro-rata 57% increase in need, housing requirement for 2016-2036 would be more than 7,000 dwellings. Chippenham Urban Expansion will contribute to the government's house building targets by delivering 7,500 homes in Chippenham.

Building homes faster: Ensuring infrastructure is provided in the right place at the right time

Chippenham is a desirable location to both live and work, with direct connectivity to the M4 corridor and direct rail access to Bristol, Bath, Swindon, Reading and London. It is also located on the north-south A350 corridor which plays an important economic role in west Wiltshire. Whilst the location of the town makes it strategically important, it is also considered a desirable place to live with amenities and an environment commensurate to its size.

The town is recognised by the Swindon and Wiltshire LEP (SWLEP) as a key town for growth and supporting the economic success of the area, is a principle settlement in the SWLEP A350 Growth Zone.

The importance of Chippenham is further reinforced by significant recent investment in the town. The SWLEP are investing £16 million of Local Growth Fund in the Chippenham Station Hub Masterplan which is being delivered in partnership with Network Rail and complements the ongoing Great Western Main Line electrification programme. This is helping leverage private sector funding with one of Chippenham's major employers submitting plans to invest in a new headquarters within the masterplan area. The masterplan will also help unlock opportunities to deliver housing and retail and will support the planned electrification of the Great Western mainline which serves Chippenham station.

The SWLEP has invested in phased improvements to the A350 Chippenham bypass and at M4 Junction 17, whilst also investing in skills and training by supporting expansion of Wiltshire College, Lackham to the south of Chippenham which includes providing an Agricultural Technology Centre.

These investments highlight the importance and ambitions of the town and support the Chippenham Urban Expansion project. The project will further the government's objective to ensure that infrastructure is provided in the right place at the right time as the scheme will increase the desirability of the area whilst contributing to meeting housing demand in the area through increased supply, facilitated by the construction of the distributor road.

Supporting Garden Towns and Villages

The Garden Village concept will be at the heart of the Chippenham Urban Expansion which will be developed in line with the principles in the Garden Communities Prospectus (August 2018). This will include community engagement to shape the development proposals helping to ensure support for the scheme as well as ensuring development is in keeping with the existing nature of Chippenham and designed to a high quality.

The development will have a unique sense of identity as it will be focussed around community facilities which will be well integrated with the town, alongside employment opportunities and housing. This will help to improve self-containment by providing more jobs in a range of employment sites to ensure employment is accessible to the local population.

Building homes faster: Boosting local authority capacity and capability to deliver

The HIF funding will enable the construction of the distributor road by Wiltshire Council which will unlock development sites within the wider Chippenham Urban Expansion site, these are either owned by Wiltshire Council or privately owned. As such Wiltshire Council will have a key role in coordinating and controlling the delivery of the plots which are subsequently unlocked. The Rawlings Green site on the wider urban expansion site is already allocated in the Chippenham Site Allocations Plan 2006-2026 (CSAP, adopted May 2017) which will ensure homes can be built faster.

The council has a proven track record of working with developers and their partners in delivering high quality, well-planned schemes and the HIF investment will allow Wiltshire Council to take control of the planning process for the development sites already owned by the Council. It will improve the speed and quality with which planning cases are handled by streamlining the process for the sites and identifying the process and delivery phasing at an early stage.

Diversifying the market: Supporting housing associations and local authorities to build more homes

The HIF forward funded investment will allow Wiltshire Council to unlock both Local Authority owned and private development land for housing which it would otherwise not be possible to build on due to the cost of transport infrastructure required to access the sites. Also, due to the lack of coordination of the private market this land has not been developed previously but the Council plans to develop the land themselves and take on the coordination of the sites. The Council will be able to monitor the development of the sites and have an oversight of the land which will be beneficial to the speed of delivery.

Diversifying the market: Backing SMEs/self-build/encouraging innovation

Wiltshire Council have a prominent role on the SWLEP Place Shaping sub-group, which brings together SME house builders, planning authorities, self-build industry and Homes England. Wiltshire Council therefore have oversight of funded place-shaping projects, monitoring delivery and identifying emerging strengths and weaknesses. Sustainable construction is identified as a priority sector which the SWLEP and Wiltshire Council are keen to support as identified in their Strategic Economic Plan (2016).

Wiltshire Council see Chippenham Urban Expansion as an exemplar project for encouraging diversity in the housebuilding market. As a significant landowner of the development land, Wiltshire Council are proposing to market a proportion of their sites to innovative SME housebuilders and for self-build plots, in order to give people more choice over the design of their homes, and also to encourage innovative and modern methods of construction in house building.

Helping people now: Helping households who are priced out of the market to afford a decent home

Wiltshire Council has a clear commitment to providing affordable housing, affordability of homes is a key priority outlined in the 'Wiltshire Housing Strategy 2017 – 2022' document (published 2017). The council is in partnership with nine affordable housing providers as part of the Wiltshire Housing Development Partnership. The partners work together to maximise the provision of affordable housing in Wiltshire, providing a variety of accommodation types, tenures and sizes to meet the identified housing need.

In accordance with Wiltshire Core Strategy Policy 43, Wiltshire Council will deliver a quantum of affordable housing (40%) on the site.