



**CHIPPENHAM
TOWN COUNCIL**
Improving the quality of town life

11 February 2021

To Councillors:

| | |
|-----------------------------|---------------|
| Richard Bambury (Chairman) | Jenny Budgell |
| Bill Douglas | Rajvir Gill |
| Michael Merry | Nick Murry |
| Mary Norton | Andy Phillips |
| Nina Phillips | Chris Ruck |
| John Scragg (Vice-Chairman) | |

Meeting of the Planning, Environment & Transport Committee - Thursday 18 February 2021

Dear Councillor

You are summoned to attend a meeting of the Planning, Environment & Transport Committee to be held virtually using the Zoom platform on Thursday 18 February 2021 commencing at 7pm for transaction of the business given in the Agenda attached.

For Councillors and public who wish to ask a public question, join the meeting via this link or ID and password:

<https://zoom.us/j/97527427368?pwd=WGJac0ZYTlpoaVd6T1NXUklrN1NmQT09>

Meeting ID: 975 2742 7368

Passcode: 371581

Alternatively, anyone who wishes to **watch the meeting only** can do so via this link:

<http://youtube.com/channel/UCLhKQ0VMR7-mu7GvGYO3uGg/live>

Please note members of the public are invited to observe the meeting virtually and have the opportunity to address the council at this meeting at 7pm. A guide is available for members of the public, for any support in accessing the meeting virtually please contact the Town Council at least 24 hours in advance of the meeting.

Yours faithfully

Mark Smith MBA LLB (Hons) CMgr FCMI FSLCC
Chief Executive

All council meetings are open to the public and press

RECORDING OF PUBLIC COUNCIL MEETINGS

Recording and using social media is permitted at Council meetings which are open to the public. Please note that Chippenham Town Council will be recording this meeting for training and monitoring purposes only.

7pm - PUBLIC QUESTION TIME (not to exceed 30 minutes)

The public are welcome to make representations, ask questions and give evidence at a meeting which they are entitled to attend in respect of the business on the agenda.

To aid the virtual meeting process, Chippenham Town Council ask members of the public to email their questions to enquiries@chippenham.gov.uk no later than 12pm on the day before the meeting.

Any individual representation is limited to no more than 3 minutes. The Chairman will call the representation from those who are indicating that they wish to speak; written representations can also be received in advance of the meeting. A record of any public participation session shall not be included in the Minutes but included as an appendix note to the Minutes of the meeting.

Agenda

Planning, Environment & Transport Committee meeting - Thursday 18 February 2021

- | | Wards affected | Page no. |
|--|----------------|----------|
| 1. <u>APOLOGIES FOR ABSENCE</u> | | |
| To receive apologies for absence. | | |
| 2. <u>NOTIFICATION OF SUBSTITUTION</u> | | |
| To receive any notification of substitution made to the Chief Executive. | | |
| 3. <u>DECLARATION OF INTEREST</u> | | |
| All Members of the Town Council are reminded to declare any pecuniary or non-pecuniary interests they may have in any business of the Council, its Committees or Sub-Committees, in accordance with the latest approved Code of Conduct. | | |
| Councillors are reminded to declare any dispensation granted in relation to any relevant matter. | | |

4. **MINUTES**

To receive the draft minutes of the Virtual Planning, Environment & Transport Committee meeting held on Thursday 28 January 2021 (attached separately). Minutes require a proposer and seconder for approval.

5. **CHAIRMAN'S ANNOUNCEMENTS**

To receive any announcements.

Items 6 - 10 to consider

Items 11 - 12 to note

6. **PLANNING APPLICATIONS**

(i) To consider planning applications, as attached, submitted to Wiltshire Council and to submit observations. All 7

(ii) To consider whether any applications should be 'called-in' for consideration by the Northern Area Planning Committee, nominate a member of the Committee to attend and make a recommendation to the Wiltshire Council Ward Member.

(iii) New Tree Preservation Order: Land at Forest Lane, Pewsham (Ref: 2021/00001/GRP) Pewsham

Notice has been received from Wiltshire Council of a Tree Preservation Order for three Pine trees on land at Forest Lane, Pewsham, east of Surgery Cottage. The Order took effect, on a provisional basis on 1 February 2021. Wiltshire Council has made this Order "to safeguard the visual amenity and character of the local area". The Order will be confirmed within 6 months and any objections or comments must be made by 2 March 2021. Councillors are asked to consider if they have any objections to this Order.

7. **WILTSHIRE COUNCIL REVIEW OF LOCAL PLAN CONSULTATION** All 10

To consider a report on the above from the Planning Officer (copy attached).

| | Wards affected | Page no. |
|--|-----------------|----------|
| <p>8. <u>GYPSY AND TRAVELLER DEVELOPMENT PLAN DOCUMENT CONSULTATION</u></p> <p>Councillors are asked to consider whether they have any comments to make on the above consultation which runs from 13 January to 9 March 2021. The consultation document will be emailed separately to Councillors and is available to view on Wiltshire Council's website:</p> <p>https://www.wiltshire.gov.uk/planning-gypsy-travellers</p> | All | |
| <p>9. <u>NEW PREMISES LICENCE APPLICATION FOR ALDI, METHUEN PARK SN14 OGX</u></p> <p>To consider a New Premises Licence application received by Wiltshire Council made by Aldi, Methuen Park, for the following activities:</p> <p>OFF Sale of Alcohol, daily 06:00 - 00:00 hrs</p> <p>Any representations against /for the application must be received by Wiltshire Council no later than 23 February 2021. The application is available to view on Wiltshire Council's website at:</p> <p>https://www.wiltshire.gov.uk/article/1121/New-premises-licence-applications</p> <p>Councillors are reminded that any objections to this application must be able to demonstrate with evidence how the proposals would harm Licensing Objectives. Should the Committee decide to object to this application, a Councillor will need to be selected to attend a hearing if held.</p> | CP & Derriads | |
| <p>10. <u>THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2019 (AMENDMENT NO.6) ORDER 2021</u></p> <p>To consider the above proposed Traffic Regulation Order. A copy of the Order amendment, maps, press notice and Statement of Reasons is attached. This proposal was advertised in the local press on 28 January 2021 and the consultation period ends on 22 February 2021.</p> | CP&D Monkton | 38 |

Councillors are reminded that at its meeting held on 9 January 2020, the PET Committee requested item 2(b) on the Order with the addition of some form of hatching in front of the access to Dolmans' rear car park.

11. **CHIPPENHAM COMMUNITY AREA TRANSPORT GROUP (CATG) MEETING HELD ON 2 FEBRUARY 2021**

All

45

To receive feedback on the above from the Town Council's representative, Councillor John Scragg (copy attached).

12. **PROPOSED TEMPORARY STREET CLOSURES/TRAFFIC MANAGEMENT**

To note the following (details previously emailed to Councillors):

- (i) The temporary closure of Footpath 27, Chippenham and Footpaths 34 & 42, Langley Burrell for 6 months from 10 February to enable carrying out of residential development pursuant to planning permission (details previously email to Councillors). Hardenhuish (& Langley Burrell)
- (ii) The recommencement of the temporary closure of the B4528 Saltersford Lane (part) from its junction with the B4528 Showell to its junction with Easton Lane from 22 February to 2 April 2021 to enable Flynn Limited to carry out drainage works to serve new housing development. CP & Derriads
- (iii) The temporary closure of the A420 (part) from its junction with St Paul Street for a distance of approx. 170m in an east northerly direction from 6 to 22 March 2021 to enable Wiltshire Council to carry out carriage works and associated maintenance. Monkton
- (iv) The temporary closure of The Green (part), Biddestone from its junction with Chippenham Road to its junction with Harts Lane on 16 March 2021 for one day to enable Gigaclear Limited to carry out laying of cables, building of chambers and cabinets. (Biddestone)

13. **ITEMS FOR COMMUNICATION**

To consider any items for communication and any items to be consulted with the Youth Council.

14. **DATE OF NEXT MEETING**

The next meeting of this Committee will take place on Thursday 11 March 2021.

PLANNING APPLICATIONS -18 February 2021

Planning applications listed below can be viewed on Wiltshire Council's website by clicking on the individual application numbers.

| Application No. | Address/Description | Ward |
|---|--|-------------------|
| <u>20/06040/LBC</u> | Baynton House 84 London Road SN15 3AZ Remove existing roof covering and replace with matching welsh slates. Take out existing lead parapet valley and woodwork and replace with new woodwork and leadwork. Repairs to Dormer windows as required. | Hardens & England |
| <u>20/10040/FUL</u> & <u>21/00711/LBC</u> | SK Fruits 22 High Street SN15 3EU Proposed EE and Hutchison 3G UK Ltd Telecommunications Installation (Health and Safety Railing improvements) on rooftop. | Hardens & England |
| <u>20/11328/FUL</u> | 113 Hungerdown Lane SN14 0AX Proposed stable structure. | CP & Derriads |
| <u>20/11449/FUL</u> | 84 B London Road SN15 3AZ Erection of ancillary building and replacement decking area (part retrospective). | Hardens & England |
| <u>20/11459/LBC</u> | Avonbridge House, Suites A To D Bath Road SN15 2BB Removal of C20th internal partitions and suspended ceilings - retrospective. Proposed replacement of heating and ventilation system, installation of new ceiling lining to underside of retained roof structure within Suite B (first floor east wing) and adjacent entrance landing, repairs to bell tower support structure. | Monkton |
| <u>20/11466/FUL</u> | Morrisons Service Station West Cepen Way SN14 6UZ Demolition of Existing Petrol Station Kiosk and Car Wash, Construction of Replacement Larger Kiosk Building. Works Involve Removal of Roof Linked to Forecourt Canopy, Creation of New Additional Parking Spaces and Addition/Relocation of Jet Wash, Air/Vac Bay and Air Conditioning/Refrigeration Plant. | CP & Redlands |
| <u>20/11469/FUL</u> | 1A Deansway SN15 1QY Alteration to rear roof section of single storey extension approved under 20/06120/FUL from pitch to flat roof. | Hardenhuish |
| <u>20/11567/FUL</u> | Unit 1B Hathaway Retail Park Foundry Lane SN15 1JG External alterations to unit, alterations to car park, variation to permitted range of goods and associated development. | Monkton |
| <u>20/11580/FUL</u> | Islington Vauxhall, Bath Road SN14 0UX Proposed new vehicular access and associated works. | CP & Derriads |

| | | |
|---|---|--------------------------------------|
| <u>20/11666/FUL</u> | 18 Crown Close SN15 3UQ Single storey extension to rear to replace existing conservatory. | Pewsham |
| <u>21/00082/ADV</u> | Lidl 1no. Flagpole, 2no. Fascia Signs, 3no. Illuminated Billboards - Wall Mounted, 2no. Illuminated Small Billboards - Wall Mounted, 1no. Poster Display Unit, 1no. Trolley Bay Sign. | Hardens & England |
| <u>21/00148/FUL</u> | 9 Carrick Close SN15 3ND Removal of existing single storey garage and erection of 2 storey side extension. | Monkton |
| <u>21/00199/FUL</u> & <u>21/01003/LBC</u> | 25 New Road SN15 1HS Change of Use of Former Drinking Establishment (A4) to form a Retail Unit (A1), Demolition of existing above ground cellar, Conversion and extension of existing rear building to residential accommodation (C3). | Monkton |
| <u>21/00293/FUL</u> & <u>21/01095/LBC</u> | 17 St Mary Street SN15 3JN New Garden Room to Rear of Property and Conversion of Attached Outbuilding into Annexe. | Hardens & England |
| <u>21/00353/ADV</u> | 21 New Road SN15 1HS (i) Installation of 4No. illuminated fascia signs (ii) Installation of 1No. freestanding Totem Sign. | Monkton |
| <u>21/00375/FUL</u> | 7 Anstey Place SN15 3TZ Demolish existing conservatory and construct rear extension and bay window. | Pewsham |
| <u>21/00409/FUL</u> | 55 Derriads Lane SN14 0QL Extensions and alterations to existing dwelling. | CP & Derriads Queens & Sheldon |
| <u>21/00412/FUL</u> | 28 Signal Way SN14 0FP Front porch extension. | CP & Redlands |
| <u>21/00464/FUL</u> | 45 Cheltenham Drive SN14 0SF New garden room and garden fence. | CP & Derriads |
| <u>21/00472/VAR</u> | Land Adjoining Wessex Water, Westmead Lane SN15 3HZ Variation of Condition 4 of 18/11596/FUL Relating to Approved Plans. | Hardens & England |
| <u>21/00505/FUL</u> | 20 Marshfield Road SN15 1JX Replacement UPVC Windows to Front and Rear, New Front Door. | Hardenhuish |
| <u>21/00507/FUL</u> | 16 Sheldon Road SN14 0BW Free-standing bespoke garden office studio with passive provision for future en-suite. | Lowden & Rowden |
| <u>21/00595/FUL</u> | 40 Audley Road SN14 0EH Single storey extension & loft conversion. | Lowden & Rowden |
| <u>21/00598/FUL</u> | 6 Stainers Way SN14 6XT Two storey rear extension. | CP & Redlands |
| <u>21/00599/FUL</u> | 8 Stainers Way SN14 6XT Two storey rear extension. | CP & Redlands |

| Amended Plans | | |
|---------------------|---|---------|
| <u>20/08053/FUL</u> | 1 Langley Road SN15 1BP Change of use of offices to 8 bedroom House in Multiple Occupation (HMO) and associated works including the insertion of new windows and the formation of light wells. | Monkton |
| <u>20/09830/FUL</u> | Monkton Park Golf Course Sadlers Mead SN15 3PE Proposed installation of 2no. 20ft shipping containers, formation of covered area and erection of a gate and fencing. | Monkton |



Agenda Item 7

| | |
|--------------|---|
| Meeting | Planning, Environment & Transport Committee |
| Date | 18 February 2021 |
| Report Title | WILTSHIRE LOCAL PLAN REVIEW CONSULTATION |
| Author | Andy Conroy, Planning Officer |

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to guide and inform Councillors on how to respond to Wiltshire Council's Local Plan Review consultation. It also sets out suggested responses to the Review.

2.0 BACKGROUND INFORMATION

- 2.1 The current Local Plan is the Wiltshire Core Strategy. The Government requires every Local Plan to be reviewed at least once every five years. The Core Strategy was adopted in 2015 and is therefore being reviewed.
- 2.2 The purpose of the review of the adopted Local Plan will be to assess the future levels of need for new homes (including market, affordable and specialist housing) and employment land over the period 2016-2036 and to provide an appropriate basis for housing, employment land and infrastructure provision over that period.
- 2.3 The current public consultation will run from 13 January - 9 March 2021. It will enable people to comment and help shape the content of the draft Wiltshire Local Plan Review, with the draft plan due to be completed towards the end of 2021.
- 2.4 The topics covered within this public consultation include:
- How growth (additional new homes and employment land) is distributed around the county ('Emerging Spatial Strategy' paper)
 - The opportunity to inform proposals about how the council's planning policies can be shaped to address climate change and biodiversity net gain ('Addressing Climate Change and Biodiversity Net Gain' paper)
 - Levels of growth, potential locations for development and place shaping priorities for each of the county's main settlements (documented in a series of 'Planning for' papers for each Market Town and Principal Settlement)
 - Background papers in support of particular topics such as Transport, Alternative Development Strategies, Employment land, Retail and Town Centres

- An Interim Sustainability Appraisal considers the environmental impacts of different development options and scenarios and recommends potential mitigation

2.5 All documents for the Local Plan Review consultation can be viewed by clicking [here](#).

2.6 It is considered that the most important documents for Councillors to comment on are:

- a) Emerging Spatial Strategy
- b) Addressing Climate Change and Biodiversity Net Gain
- c) Planning for Chippenham

The first document asks for the submission of general comments, whilst the latter two documents pose a series of questions to answer.

2.7 **Appendix 1 of this Report sets out the suggested comments/responses that Councillors are advised to agree.** These have been drafted by the Neighbourhood Plan Steering Group, with input from the Planning Officer and the Council's retained Neighbourhood Planning Consultant. A separate suggested response (in italics) on housing figures in the Emerging Spatial Strategy are those of the Planning Officer.

2.8 **Councillors will note that there are discussion points at Paragraphs 3.8 and 3.21 of this Report with regard to the topics of:**

- i) alternative growth strategies for Chippenham
- ii) selection of sites at Chippenham

Given the spectrum of possible legitimate responses to the above topics, there is no suggested responses in Appendix 1. Key information is set out in this Report to help Councillors reach a view, and a question prompt on each topic is provided, should a vote be required.

2.9 The recommendations from PET Committee will be forwarded to the meeting of Full Council on 25 February 2021, where a final Town Council response to the Local Plan Review consultation will be agreed.

3.0 SUGGESTED COMMENTS TO THE LOCAL PLAN REVIEW CONSULTATION

Emerging Spatial Strategy

3.1 The Emerging Spatial Strategy sets out information relating to the proposed distribution of growth around the county. This is expressed in terms of the amount of new homes and land for employment that each main settlement should accommodate. It is recommended that PET Committee comment on the following matters in the Strategy:

- Overall housing figures (Between 40,840-45,630 new homes for the county over the plan period of 2016-2036)
- Introduction of a Brownfield Target (240 houses for Chippenham)
- Alternative Strategies for Growth in Chippenham Housing Market Area (HMA)

- 3.2 The suggested response to the first two bullet points is set out in **Appendix 1** of this Report.
- 3.3 With regard to the third bullet point above, the document sets out three alternative strategies for growth in the Chippenham HMA:

CH-A - Roll forward the core strategy pattern of distribution

Chippenham: 6,441 houses (of which 1,830 new allocation), no employment land

CH-B - Chippenham Expanded Community

Chippenham: 9,765 houses (of which 5,155 new allocation), employment land

CH-C - Melksham Focus

Chippenham: 6,930 houses (of which 2,320 new allocation), no employment land

- 3.4 Of the alternatives, **CH-B performed best for the Housing Market Area**, in Wiltshire Council's Interim Sustainability Appraisal. Therefore Wiltshire Council are proposing to take forward Option CH-B, making minor adjustments to the housing figures, to produce a preferred emerging strategy for Chippenham Town, which is set out below in **Figure 1**:

Figure 1 - Preferred Emerging Strategy for Chippenham

| Wiltshire Core Strategy 2006-2026 | Brownfield target 2021-2031 | Emerging Strategy 2016-2036 | Residual at 1 April 2019 | Employment requirement (ha) |
|--------------------------------------|--------------------------------|--------------------------------|-----------------------------|--------------------------------|
| 4510 | 240 | 9225 | 5100 | 5 |

- 3.5 Councillors may reasonably agree with the conclusions of the Sustainability Appraisal that Option CH-B and the Preferred Emerging Strategy is the right growth strategy for the Chippenham Housing Market Area, Wiltshire as a whole, and possibly also for the town.
- 3.6 An alternative reasonable approach that Councillors may wish to take, is to look at the localised impacts of Option CH-B on Chippenham Town, the results of which have been assembled below from the Sustainability Appraisal (using the housing figures taken from the Standard Method¹):

Option CH-B would have a **moderate adverse impact** on the following:

Biodiversity & geology (SA1)

Land & soil (SA2)

Water resources (SA3)

Air/pollution (SA4)

Transport (SA10)

It would have a **moderate adverse impact** on the following:

Climate change (SA5)

Heritage (SA6)

Landscape (SA7)

¹ The Standard Method is defined by Government and sets out a process for determining the amount of housing required for each local planning authority area.

(In Options CH-A and CH-C these would have minor adverse impacts)

It would have a **major positive impact** on the following:

Housing (SA8)

Inclusive communities (SA9)

Economy (SA11)

(In Options CH-A and CH-C these would have minor positive impacts)

3.7 Councillors can see from the above that **Option CH-B, and the aligned Preferred Emerging Strategy, has both positive and negative impacts on Chippenham Town.** It is for Councillors to weigh up which of these factors they consider are more important, and reach a view as to whether Option CH-B and the preferred emerging strategy is the right scale of growth.

3.8 It is recommended that Councillors discuss this issue and respond to the question below (with a vote if required):

Q: WHAT DO YOU THINK ABOUT THIS SCALE OF GROWTH, I.E. THE PREFERRED EMERGING STRATEGY FOR CHIPPENHAM?

A) IT IS THE RIGHT AMOUNT

B) IT SHOULD BE HIGHER

C) IT SHOULD BE LOWER

Please note that the response to the above question will be the same response given to Question CP1 in the Planning for Chippenham document.

Addressing Climate Change and Biodiversity Net Gain

3.9 This document sets out Wiltshire Council's approach on five key themes and asks, through 15 questions, for views on the social, economic and environmental challenges facing Wiltshire in terms of a changing climate.

Please refer to **Appendix 1** of this Report for the 15 questions and suggested responses to each of these.

Planning for Chippenham

3.10 The Planning for Chippenham document sets out information including:

- Proposed scale of growth (additional new homes and employment land, 2016 to 2036);
- Place shaping priorities to guide development (these play a central role in developing planning policies and proposals for development at each place);
- Preferred development sites - the justification for these is set out in an accompanying 'Site Selection Report';
- Concept plans for each preferred site (illustrating a way the land identified can be developed);
- Settlement profiles on important services and infrastructure that will need to be taken into consideration when planning for the future of the town.
- A brownfield target of 240 dwellings that will be expected to be delivered in the period to 2031. This is in addition to the amount of new housing proposed.

3.11 The document poses a series of questions to help focus comments:

CP1. What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

3.12 With regard to the scale of growth please refer to Paragraphs 3.3-3.8 above. With regard to the brownfield target please refer to the suggested response to the Emerging Spatial Strategy as set out in **Appendix 1** of this Report, which would be repeated in answer to the above question.

CP2. Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

3.13 This question refers to the place-shaping priorities set out for Chippenham below in **Figure 2**. The suggested response is set out in **Appendix 1** of this Report.

Figure 2 - Proposed Place-Shaping Priorities for Chippenham

| |
|---|
| <i>i) Employment (PSP1) - To provide new employment opportunities with a strong emphasis on timely delivery to redress the existing levels of net out-commuting within the town and enable people to live and work locally</i> |
| <i>ii) Town Centre (PSP2) - Improving the resilience of the town centre by:</i> <ul style="list-style-type: none"> • <i>Serving as a centre for sub-regional public services and retaining a mix of national traders and attracting independent traders whose presence will embed its Market Town character</i> • <i>Ensuring the Town Centre will be a vibrant meeting place for the community to shop, interact and enjoy their leisure time, and a visitor destination in its own right.</i> • <i>Preserving and enhancing the special historic character of the Town Centre</i> • <i>Developing the Bath Road Car park/ Bridge Centre site as a mixed-use scheme which complements and enhances the town centre and enabling completion of planned highways improvements</i> • <i>Continuing to make improvements to Chippenham Railway Station and Cocklebury Road area to attract inward investment to this area</i> |
| <i>iii) River Avon (PSP3) - To continue with improving access to the River Avon valley through Chippenham as an important green infrastructure corridor for the town.</i> |
| <i>iv) Active travel (PSP4) - Ensuring a network of well-connected footpaths and cycleways and connectivity for public transport across the town, to/from the town centre, and through into the surrounding countryside, so that more people can choose active travel and public transport as a means of getting around</i> |
| <i>v) Traffic (PSP5) - Linking the A4 to the A350 which will provide for a more resilient local network addressing traffic congestion within the town centre</i> |
| <i>vi) Surrounding Countryside (PSP6) - Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town.</i> |

CP3. Do you agree these sites are the most appropriate upon which to build? If not, why not?

- 3.14 This question refers to the selection of Sites 1, 2 and 3 for growth proposals.
- 3.15 Wiltshire Council’s site selection process informed the selection of 7 ‘reasonable alternative’ sites at Chippenham for further assessment through the Sustainability Appraisal. These sites are shown in **Appendix 2** of this Report.
- 3.16 **Figure 3** below presents the overall performance of each site in order of sustainability performance as ranked by the Sustainability Appraisal, with the more sustainable sites towards the top and less sustainable sites towards the bottom.

Figure 3 - Ranking of Sites by Sustainability Appraisal

| Site | Sustainability score (position) | SA Objectives | | | | | | | | | | | |
|------|---------------------------------|---------------|----|----|----|----|----|----|----|-----|-----|----|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1 | - 2 (1st) | - | -- | - | -- | - | + | -- | - | +++ | +++ | -- | +++ |
| 4 | - 3 (2nd) | - | - | -- | - | - | + | - | 0 | ++ | + | - | + |
| 6 | - 4 (3rd) | - | -- | -- | -- | - | ++ | -- | - | +++ | ++ | -- | ++ |
| 2 | - 5 (joint 4th) | -- | -- | - | -- | - | + | -- | -- | +++ | ++ | -- | + |
| 3 | - 5 (joint 4th) | - | -- | - | -- | -- | ++ | -- | - | +++ | + | -- | ++ |
| 7 | - 5 (joint 4th) | -- | -- | - | -- | -- | ++ | -- | -- | +++ | +++ | -- | ++ |
| 5 | - 6 (7th) | - | -- | -- | -- | - | + | -- | -- | +++ | ++ | -- | ++ |

- 3.17 Site 1 was considered the most sustainable site when assessed against the 12 Sustainability Appraisal objectives and when compared against all other sites. Site 5 was considered the least sustainable site when assessed against the 12 Sustainability Appraisal objectives and when compared against all other sites.
- 3.18 The sites were then put through a further Site Selection Process - being assessed against the emerging Place Shaping priorities in **Figure 2** above, the outcome of which resulted in changes in the ranking of the sites compared to the Sustainability Appraisal and is shown below in **Figure 4** (overleaf).

Figure 4 - Ranking of Sites after Site Selection Process

| Site | Stage 4 ranking | SA ranking of site | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | Change from SA ranking |
|------|-----------------|--------------------|--------|--------|-----|--------|-----|--------|------------------------|
| 1 | 1st | 1st | ✓ | ✓ ✗ | ✓ | ✓ | ✓ | ✓ ✗ | No change |
| 2 | 1st (Joint) | 4th (Joint) | ✓ | ✓ ✗ | ✓ | ✓ | ✓ | ✓ ✗ | ↑ |
| 3 | 1st (Joint) | 4th (Joint) | ✓ ✗ | ✓ ✗ | ✓ | ✓ | ✓ | ✓ | ↑ |
| 7 | 4th | 4th (Joint) | ✓ | ✓ | ✗ | ✓ | ✗ | ✗ | No change |
| 5 | 5th | 4th (joint) | ✓ | ✓ ✗ | ✗ | ✓ | ✗ | ✓ | ↓ |
| 66 | 6th | 3rd | ✓ | ✓ ✗ | ✗ | ✓ ✗ | ✗ | ✓ ✗ | ↓ |
| 4 | 7th | 2nd | ✗ | ✓ ✗ | ✗ | ✗ | ✗ | ✓ | ↓ |

3.19 It would be entirely reasonable for Councillors to agree with the findings of the Sustainability Appraisal and subsequent Site Selection Report that Sites 1, 2 and 3 are the most appropriate sites for accommodating future growth at Chippenham.

3.20 However, should Councillors wish to challenge the selection of Sites 1, 2 and 3 they may wish to raise the following points:

- Why a further Site Selection Process was carried out following the Sustainability Appraisal? Is the latter methodology for assessing sites against the place-shaping priorities fair, when these priorities have not yet been agreed with the Town Council or other parishes (and in the case of one of the priorities we do not believe it is 'place-shaping')?
- Should sites 5 and 6 have scored higher in the Sustainability Appraisal on Transport (SA11) given their location next to an existing trunk road? (A350)
- There is no justification provided within any of the documents as to why the entirety of the land at Sites 1 and 2 is proposed to be incorporated into the 'development site'. This significantly expands the urban area and urbanises agricultural land, and will have quite significant landscape impacts.

3.21 It is recommended that Councillors discuss this issue and respond to the question below (with a vote if required):

Q: DO YOU AGREE THAT SITES 1, 2 AND 3 ARE THE MOST APPROPRIATE UPON WHICH TO BUILD?

- A) YES
B) NO

IF NO, WHY NOT?

CP4. What are the most important aspects to consider if these sites are going to be built on?

3.22 The suggested response to the above question is set out in **Appendix 1** of this Report.

3.23 The Planning for Chippenham document then sets out concept plans for Sites 1, 2 and 3, which are shown in **Appendix 3** of this Report, and asks the following questions in relation to these concept plans.

CP5. How can these concept plans be improved?

CP6. Do you agree with the range of uses proposed, what other uses should be considered?

CP7. Do you agree with the location of the proposed uses? What should be located where - and why?

CP8. Do you agree with the location and amount of employment provided on Sites 1 and 2?

CP9. Do you agree with the proposed locations for self build and custom build housing? Would you prefer alternative locations?

CP10. Do you agree with the proposed sites for renewable energy? Is there a particular type of renewable energy that should be provided?

CP11. Site 1 - Do you agree with the proposal for some housing to be located north of the North Rivers cyclepath?

CP12. Site 1 - Are there any uses that would be most suitable for Hardens Farm and New Leazes Farm?

CP13. Is there anything we have missed that needs to be considered in planning for Chippenham?

3.24 The suggested responses to all of the above questions are set out in **Appendix 1** of this Report.

4.0 CONTRIBUTION TO CORPORATE PLAN PRIORITIES

4.1 By engaging with Wiltshire Council on the formulation of future strategic planning policies that will affect Chippenham, the Town Council will contribute to:

Corporate Priority 1 - Provide facilities and services which support and develop a well connected town, which promotes health and wellbeing

Corporate Priority 2 - Take an active role in the future development of Chippenham through collaboration with partners and stakeholders.

Corporate Priority 3 - Maintain and enhance opportunities to create a green, clean and safe environment.

5.0 STAFFING IMPLICATIONS

5.1 There are no staffing implications.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no financial implications

7.0 LEGAL IMPLICATIONS

7.1 There are no legal implications.

8.0 RECOMMENDATION

8.1 To agree the comments set out in Appendix 1 of this Report, plus additional comments to be made in regard to i) alternative growth strategies for Chippenham and ii) selection of sites at Chippenham, as PET Committee's recommendations to Full Council on the Wiltshire Local Plan Review Consultation.

Appendix 1 - Suggested Comments to Wiltshire Council Local Plan Review

The Emerging Spatial Strategy

Housing Figures

It is not clear whether the housing figures set out in Paragraph 1.1 of the document are up to date and have been amended to reflect the changes to the Government's Standard Method in December 2020, or the impact of the COVID-19 pandemic and economic recession on population and migration figures.

We do not agree that there should be two housing figures (a lower and higher figure) as this confuses things. The Government has provided a Standard Method to calculate a housing figure for an area and this should be the only figure that is used.

The higher figure is questionable particularly since the 2019 Local Housing Needs Assessment, from which this figure is derived, is based on even earlier projections of economic growth taken from the 2017 Economic Development Needs Assessment. Given the subsequent economic recession due to the COVID-19 pandemic, together with the fact that Wiltshire Council have not justified using a higher figure in aid of Paragraph 73 of the NPPF, there appears to be no justification for setting a higher figure of 45,630, and the Standard Method figure of 40,840 should be used. We object to the use of the higher figure when the Standard Method will be challenging enough to meet given the downward economic trend.

Brownfield Target

We consider there should be an ambitious approach to prioritising use of brownfield sites through the provision of a brownfield target that is included within the overall housing target, so as to maximise the use of increasingly available brownfield locations and the recent 'change in use' provisions. These sites are able to deliver substantial numbers of homes on small footprints (e.g. the 333 low carbon homes proposed at Langley Park) and have the advantages of being affordable, close to the town centre, reducing the need for cars and helping keep the town centre alive. We should be open to further opportunities for changing building use in response to reducing need for retail.

Paragraph 65 of the NPPF states that: *“within the overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations”*. Paragraph 66 continues *“where it is not possible to provide a requirement figure for a neighbourhood area, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body”*.

In the Local Plan Review an indicative housing figure is provided for the urban area but not the Parish (neighbourhood area). Our Neighbourhood Plan has requested that Wiltshire Council provide a figure for the neighbourhood area, but this has not been forthcoming. We do not agree with the approach proposed that an indicative housing figure be provided for an urban area, and request that this is changed to follow government guidance, and separate figures should be supplied to Chippenham for neighbourhood planning purposes: Chippenham’s housing requirement; Chippenham’s windfall expectation (which is included within the Chippenham housing requirement); and Strategic additional housing requirement.

The Local Plan Review proposes that the Local Plan allocates no land for brownfield development in Chippenham in the period up to 2036. The brownfield target figure is derived from past windfall figures and is in addition to the housing requirement figure for the area. It is then taken off the housing requirement for future Local Plan reviews.

The above methodology appears muddled, with the brownfield target considered to be external to the housing requirement figure, yet windfall considered to be internal to the housing requirement figure. It is more than likely that some windfall development will occur on brownfield land. This is not splitting straws - allocations, indicative housing requirements, brownfield targets, windfall targets are all different concepts in planning and are not interchangeable.

This causes difficulties for our Neighbourhood Plan in a number of ways. First, the ‘brownfield target’ is based on past windfall figures (brownfield and windfall are not synonymous). Our Neighbourhood Plan does not allocate housing on brownfield sites but anticipates that brownfield development will occur on the Bath Road Car Park/Bridge Centre site (as part of mixed-use development) and in the Town Centre as residential conversions. Therefore, there will be new housing supplied in the town and this should be subtracted from the overall total. This might mean that the Strategic Allocations could be reduced in size. However, because the Local Plan Review is treating brownfield sites in addition to housing requirement met on Strategic Allocations, there is no scope to consider the town’s overall needs.

In addition, Paragraph 3.11 of the Emerging Spatial Strategy refers to setting a brownfield target for the next 10 years of the Local Plan period, not for the whole of it.

Firstly, we do not agree that the brownfield target should be in addition to the overall housing requirement figure. Secondly, we consider any brownfield target should align with the Plan period.

We believe brownfield provision for Chippenham could be higher than the 240 houses proposed, given the potential for brownfield sites to come forward because of the COVID-19 pandemic and the change of use provisions. We recommend that Wiltshire Council further investigate allocating brownfield sites in their Plan, to reduce the amount of greenfield development proposed.

Addressing Climate Change & Biodiversity Net Gain

A1: Land-use policies need to be evidence based, realistic, viable and achievable. Is it reasonable to assume that the Local Plan can deliver outcomes that significantly reverse existing carbon emission trends before 2030?

Yes. It is possible for the plan to reduce dependency on car travel and to ensure future development is net carbon neutral. This would be in keeping with the policies being pursued by our Neighbourhood Plan (e.g. on climate change, sustainable transport and electric vehicle charging). Imaginative approaches to transport across Wiltshire such as developing and connecting new rail stations (Devizes Gateway, Corsham and potentially Hullavington) with frequent, reliable, low carbon road transport, park and ride etc. could make a real impact on reducing the use of cars in Wiltshire and relieving traffic pressure on Chippenham. Any new roads built must prioritise cycling over car use, as an incentive to travel by sustainable transport modes and reverse carbon emissions.

A2: What practical and achievable steps should the Local Plan take to significantly reduce carbon emissions by 2030?

Please refer to our Neighbourhood Plan policies on carbon neutral development, sustainable construction, renewable energy, provision and enhancement of cycle paths, access to the bus network, electric vehicle charging infrastructure, biodiversity and green corridors as examples of policies we would like the Local Plan to emulate.

A3: How should these actions be delivered and measured?

They should be delivered through local employment-led development and policies such as the ones highlighted above. These should be measured in terms of their net carbon emissions over time and adjusted accordingly in line with Government and Wiltshire carbon reduction targets.

B1: If we are to successfully tackle flood risk and promote sustainable water management, would the measures set out above go far enough?

Avoid building on the low lying land adjacent to existing flood plains and within Flood Zones 2 and 3, and to reduce future flooding risk to other communities in lower parts of the Avon such as Melksham, Bradford on Avon and Bath.

B2: If we are to successfully enhance our natural capital through place shaping and nature based solutions, would the measures set out above go far enough?

Avoid building on land that will destroy natural capital, which is finite and irreplaceable, rather than trying to mitigate the consequences.

B3: If we are to successfully plan for a net zero carbon future through sustainable design and construction, would the measures set out above go far enough?

We would endorse the UKGBC approach and use of sustainability statements suggested, which we are looking to adopt in our Neighbourhood Plan Carbon Neutral Development policy.

B4: Is the move to a position where all new development is rated as zero carbon achievable from the date the Local Plan is adopted (i.e. from 2023)? How might this be achievable and if not, why not?

By undertaking viability assessments on strategic sites as part of the revised Plan, as is now required, the viability of proposed development will be clear from the outset and developers will price any additional costs into their land purchase. Once a clear policy has been set, the additional costs of carbon neutral development will fall rapidly, as this becomes the standard method of building and developing sites. Government net zero carbon targets require this to happen as soon as possible (i.e. from 2023 or sooner). We would like to see this policy adopted immediately.

B5: Would a move to support the delivery of zero carbon new development materially affect scheme viability?

Please refer to the answer given to B4

B6: In terms of performance standards for new buildings, what method(s) should the Council aim to implement?

The improvement in Part L of the Building Regulations being introduced as part of the Future Homes Standard is necessary but not sufficient in achieving net zero carbon development. The Government has indicated that it will not restrict local authorities from exceeding this standard, which many are already doing through their local plan policies. Please refer to our Neighbourhood Plan Carbon Neutral Development policy for further guidance.

B7: How should the Council support the retrofitting and modernisation of existing buildings to achieve higher performance and reduce carbon emissions?

It should have policies which support the retrofit of insulation (including double glazing) and renewable energy generation devices (e.g. solar panels and ground source heat pumps).

B8: If we are to make headway in terms of decarbonising energy production, consumption and emissions, would the measures outlined above go far enough? If not, what are we missing and how would additional measures be delivered?

All development should be required to meet net zero carbon standards in line with the UKGBC approach (i.e. energy efficiency, on-site renewable energy and heat generation and carbon offset for any remaining operational emissions) with immediate effect if at all possible.

B9: Should the Council set out policies that favour particular technologies, or should it encourage all technologies to provide green energy in Wiltshire?

It should allow for all technologies but take account of their effectiveness, efficiency and any potential environmental and social impacts. And accommodate future innovation in technologies.

B10: Should the Local Plan set targets for the production and use of renewable energy? If so, what might they be and how would they be measured?

Yes. Local Authorities have a key role in ensuring the UK meets its climate change targets. Section 18(1A) of the updated NPPF requires the planning system support the transition to a low carbon economy and in particular *“should help shape places that contribute to radical reductions in greenhouse gas emissions”* and that *“Plans should take a proactive approach to mitigating and adapting to Climate Change... in line with the objectives of the Climate Change Act.”* We therefore recommend that the Local Plan sets a net zero target based on an assessment of its carbon reduction potential and develops policies consistent with this target. The generation of renewable energy will be critical in achieving this target, alongside sustainable development locations and carbon neutral development policy. A carbon inventory approach could be used to check progress.

B11: What steps should be taken to retrofit existing buildings with ultra-low or zero carbon forms of energy production? In particular, how could such technology be incorporated into buildings within sensitive locations such as Conservation Areas and/or Listed Buildings?

Existing policy already allows for retrofitting and adapting existing buildings to accommodate ultra-low carbon or zero carbon forms of energy production in conservation areas and listed buildings, providing they are sympathetic to their setting and significance, and this balance should be maintained.

B12: If we are to tackle issues associated with air quality would the measures set out above go far enough and be effective in improving air quality in Wiltshire? If not, what measures are we missing and how should they be framed in land-use planning policy?

A local employment-led development approach, and supporting policies, would prevent large scale commuting and sustainable travel options within sites, and would reduce the need to use cars for local journeys. Employment development should be for high quality attractive jobs in order to minimise out-commuting and deliver the best value for our communities. Policies to control the use of wood burning stoves/heating in densely built-up areas would help reduce non-vehicular air pollution.

Increasing modal shift to public and active transport will not be achieved with the 'business as usual' approach to delivering cycling infrastructure or bus improvements as previously seen in Chippenham. A comprehensive strategy for cycling, walking and public transport is needed to fully analyse current, future and potential demands, and to set out how continuous networks will be delivered. Even if this can only be delivered at the cost of the loss of on-street parking or vehicle access. Unless sustainable transport networks can be established which are as quick and safe as routes for motor vehicles, modal shift will not occur.

Whilst the shift to greener fuelled vehicles will in part improve local air quality through the reduction of emissions, it is not an all-encompassing solution to our problems. More than half of the UK's electricity is produced through non-renewable sources, and if electric vehicle uptake expands too quickly demand for power will in the short to medium term likely come from coal and gas. Electric cars still take up as much road space as petrol cars - meaning they will still cause congestion thereby making bus travel slower and less reliable. Electric vehicles will still sit idle in parking spaces on the side of roads for most of the day, limiting highway space which could be transferred to walking and cycling infrastructure, and results in severance for pedestrians and reduces the perception of safety for cyclists.

B13: What practical policy steps should the Local Plan take to significantly increase modal shift to public and active transport, and speed up the transition to greener fuelled vehicles?

Install on-street EV charging infrastructure throughout Chippenham and in other parts of the county (particularly larger market towns) as soon as possible.

Whilst sustainable transport infrastructure can encourage some modal shift, it has to be complemented with travel demand management. Inexpensive and plentiful parking results in the use of private car being the easiest mode choice, even for basic trips. A policy is therefore required to seek a reduction in parking supply and an increase in the cost of parking.

Should the distributor road that will serve the proposed development in the south and east of Chippenham be formally proposed in the Local Plan then supporting policies will be required which limit through-traffic within Chippenham by implementing restrictions to private cars, and to transfer existing highway space to cycle, walking and bus infrastructure.

Consideration should be given to transport hubs at strategic locations, intercepting longer distance trips by private vehicle and providing sustainable means of onward travel to employment, retail, leisure and education.

B14: The electricity grid system may not be able to cope with a rapid take-up of electric vehicles and the charging infrastructure needed to power them? What measures should the Council explore with Distribution Network Operators/Distribution Service Operators to resolve this?

More local renewable energy generation and policies which support this. Wiltshire should be more proactive in terms of working out how the distributor grid should work effectively.

B15: If all new development is to be future proof and promote zero carbon living in energy production and consumption terms, what impact would this have on the design and viability of schemes?

Forward thinking policies of the type described above. Viability will quickly catch up.

If you have any further comments you wish to make, please detail them below.

We have heard concerns from the general public that the questions asked in this document are far too technical in nature, and difficult for them to understand and constructively respond to. Disappointingly, there may be a low level of public engagement on this topic for this reason. Whilst we appreciate the situation with lockdown, it could have been possible to engage with the public more imaginatively and interactively through online workshops/sessions or surveys etc.

Planning for Chippenham

CP1. What do you think to this scale of growth? Should there be a brownfield target? Should they be higher or lower?

(Scale of growth - For discussion by PET Committee)

The NPSG is concerned about the impact of such large scale development in and on the outskirts of our town in terms of its impact upon traffic within the Neighbourhood Plan area, as well as on our existing green spaces and cycleways, which would be impacted.

Brownfield target - See above response to Emerging Spatial Strategy

CP2. Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

On the whole these priorities match the Town Council's priorities and our Neighbourhood Plan Vision. However, we recommend amending the priorities in line with the suggestions below:

- *"i) Development to provide new employment opportunities..."*

Add reference to ensuring that there is a mix of employment types/uses/buildings on employment land to help SME's and incubator units establish (in line with our Neighbourhood Plan policy on Incubator Units)

Allocating employment land will not simply solve the problem of uptake. There needs to be a much more proactive lead from Wiltshire Council to help/encourage businesses to establish in Chippenham.

Local employment opportunities need to be provided followed by housing provision, so as to avoid more commuting and car dependency (not the other way around).

- *"ii) Improving the resilience of the town centre by..."*

Add references to other key sites identified in our Neighbourhood Plan - these being Upper Market Place public realm improvements and River-Green Corridor masterplan

We request that Wiltshire Council investigate how retail uses in the town centre can be retained in the light of current and proposed changes to enable E Class uses to switch to C3 uses in town centres as permitted development. Specific consideration needs to be given on

how to retain the integrity of the historic town centre for retail and services. This will be a problem in all Wiltshire town centres and it should be addressed in the Local Plan Review.

- *“v) Linking the A4 to the A350 which will provide for a more resilient local network...”*

Delete reference to the above. We consider roads as infrastructure required for development i.e. ‘essential infrastructure’ rather than ‘place shaping infrastructure’ as defined by CP3 of the Wiltshire Core Strategy. We would also be concerned about the impact of developing the road network on the town’s character, local natural capital, heritage features and wildlife habitats.

- Mention emphasis on protecting green spaces in town and enhancing biodiversity on these (particularly River Avon corridor)
- Would benefit from including a community infrastructure priority (in line with our Neighbourhood Plan Vision)
- Would benefit from including sustainability priority i.e. carbon neutral development, sustainable building construction, sites for renewable energy

CP3. Do you agree these sites are the most appropriate upon which to build? If not, why not?

(For discussion by PET Committee)

Please refer to the NPSG response to CP1.

CP4. What are the most important aspects to consider if these sites are going to be built on?

We consider the most important aspects to be:

- **ACCESS TO INFRASTRUCTURE**
Access to existing and new public transport (including bus route provision to the town centre and railway station), employment, community infrastructure, schools and surgeries is very important. Our Neighbourhood Plan Pre-Vision Survey found that the second most important thing that the local community wanted to see in a ‘future Chippenham’ was the ‘expansion of leisure, sport and recreation facilities’.

Electric vehicle charging infrastructure needs to be provided (in line with our Neighbourhood Plan policy).

- **LAND ALLOCATION FOR RENEWABLE ENERGY**
Our Neighbourhood Plan, together with the Centre for Sustainable Energy (CSE), carried out a community workshop in 2020 on Future Energy Needs. It found that Chippenham was poor in covering its carbon footprint, and even if renewable energy measures were implemented as per the community's hypothetical energy plan it would only have provided 24% of Chippenham's annual electricity demand and 7% of its annual heat demand. Suitably sized land within the development needs to be allocated for renewable energy that can generate electricity for the development to make it self-sufficient, and also generate it for the wider town.

- **GREEN BUFFER**
It is important that green buffers to the surrounding countryside are substantially planted with trees, in line with our Neighbourhood Plan policy. We recommend that new development boundaries are final (i.e. not to be changed in the next review of the Local Plan).

- **GREEN CORRIDORS & LOCAL GREEN SPACES**
Impact on access, amenity and biodiversity of existing Green Corridors and Local Green Spaces are identified as important by our Neighbourhood Plan, i.e. River Avon corridor, Wilts & Berks Canal, Chippenham-Calne cycle path. Existing green corridors which cross Pewsham Way need to be improved, both for human travel and wildlife. Existing green spaces and parks were the second most popular item that the local community liked about living in Chippenham, according to the results of the Neighbourhood Plan Pre-Vision Survey.

- **WALKING AND CYCLE PATHS**
It is important that new development ties into the existing footpath and cycle path network, the adjacent urban area, the countryside, and key nodes such as the town centre and railway station. Without modification, Pewsham Way, in its current form, would present a barrier to any development on Site 2 linking into the existing urban area e.g. Pewsham to the north. Such roads should be incorporated within the 'development sites' to ensure that they are upgraded to provide for pedestrian and cycle friendly infrastructure and linkages (plus the incorporation of wildlife crossings across main roads where green corridors have been identified). With regard to Site 2 there would also need to be improved linkages to the south to Lacock.

- **LANDSCAPE & VISUAL IMPACT**

The landscape and visual impact of any development from the countryside, and surrounding villages such as Tytherton Lucas, Pewsham village & Derry Hill is important. Our Neighbourhood Plan seeks to avoid coalescence with neighbouring villages, and this was something that was highlighted as an issue in early discussions with neighbouring parishes, and repeated within the Pre-Vision Survey results.

- **CARBON NEUTRAL DEVELOPMENT & SUSTAINABLE BUILDING CONSTRUCTION**
All new development should be carbon neutral and be sustainably constructed
- **BIODIVERSITY NET GAIN**
All new development should demonstrate biodiversity net gain
- **DESIGN PRINCIPLES**
 - Our Neighbourhood Plan has worked up a Design Guide for new housing based on community consultation from three housing workshops held for the general public in 2020. Wiltshire Council's design principles are not borne out of any community consultation and are detailed (rather than strategic) principles that are better suited to our Neighbourhood Plan to incorporate.
 - Key views between the town and countryside shown on Figure 8 of the Chippenham Landscape Setting Assessment Report for the Chippenham Site Allocations Plan DPD, and restated in the draft Neighbourhood Plan Design Guide, do not appear to be reflected in the concept plans.
 - Our Neighbourhood Plan Design Guide includes a main park at the local centre. The concept plans do not align with this. This should be reflected as a design principle.
 - Housing needs to be designed to provide high quality living conditions e.g. to National Technical Standards, bin storage, bike storage, balconies for apartments.
 - New tree-lined main streets within the development must not act as a barrier to pedestrians or wildlife.
 - A blanket density of 35dph would be quite dense and does not leave much scope for gardens for food or biodiversity. It would be better to ensure a mix of densities across the wider sites:

with lower densities (15-25dph) with large plots/large houses at outer areas, and higher densities (40-60dph), including 3-4 storey apartment blocks, at local centres/road corridors.

- *“All homes within 400m of a Local Equipped Area of Play (LEAP)”*. Suggest deleting reference, as most LEAPs are poor, and the equipment is suitable either for very young children, or for older children, thereby making them unattractive for many families within the communities they are intended to provide for. The community would be willing to walk further to access fewer, but larger and more diverse, NEAPs or MUGAs.

CP5. How can these concept plans be improved?

We are surprised at the level of detail shown on the concept plans/masterplans at this early stage in the process. This level of detail is not strategic, and the Local Plan should not be dealing with this. It should be left to our Neighbourhood Plan (and adjoining neighbourhood plans where sites fall outside our Parish) to deal with, since community input has shaped our Design Guide, and our Guide can then be translated into an appropriate masterplan.

CP6. Do you agree with the range of uses proposed, what other uses should be considered?

We broadly agree with the range of uses. The inclusion of renewable energy uses will be critical in achieving UK climate change targets.

CP7. Do you agree with the location of the proposed uses? What should be located where - and why?

Please see our response to CP5 that we believe our Neighbourhood Plan is best placed to masterplan sites within our Parish, according to our Design Guide principles and community input into this.

We are concerned with the location of employment land and local centre on Site 1. This should be located further south at the heart of the site, rather than on its outskirts adjacent to the Chippenham-Calne cycle path. Located here, noise and lighting generated from these uses would have an adverse impact on the quality of the green corridor, identified by our Neighbourhood Plan as important for amenity, tranquillity and biodiversity.

A local employment-led development approach and supporting policies to reduce car dependency should dictate the location of employment land and

prevent large scale commuting, whilst sustainable travel options within sites would reduce the need to use cars for local journeys.

Green space along the development site boundaries should not be left as farmland and there should be substantial tree belts planted to offset carbon, increase biodiversity, prevent future urban sprawl, and screen views of new development from the countryside.

CP8. Do you agree with the location and amount of employment provided on Sites 1 and 2?

We have concerns that simply allocating employment land does not guarantee employers will locate there or necessarily attract the skilled employment opportunities to allow people to live near where they work. Our Neighbourhood Plan Pre-Vision Survey found that the third most important thing that the local community wanted to see in a 'future Chippenham' was that the town was 'attractive to business and employment'.

8ha of employment land does not appear sufficient to support the new 'sustainable communities' being proposed, when compared to the 26.5ha of employment land required under the current Core Strategy and where fewer houses were being proposed.

Employment sites should be required to accommodate a range of unit sizes/types, including incubator units. Evidence collected from the Neighbourhood Plan is that existing employment land in Chippenham at Bumpers Farm Industrial Estate, Methuen Park and Parsonage Way does not have additional space or capacity for incubator units, despite there being demand for smaller units of less than 5000 sq. ft. in the local area. Future allocated employment land is either not being built out, or if it is being built out is being developed for large distribution/warehouse units, which are less beneficial for the local economy and job market.

A key requirement is that employment land be located where it can be easily accessed by sustainable transport. Please refer to our answer to CP7 regarding the location of employment on Site 1.

CP9. Do you agree with the proposed locations for self build and custom build housing? Would you prefer alternative locations?

No comments to make.

CP10. Do you agree with the proposed sites for renewable energy? Is there a particular type of renewable energy that should be provided?

We agree that there should be sites proposed for renewable energy and our Neighbourhood Plan is exploring this. However, renewable energy sites identified on the concept plans would need to be larger than shown to actually make a difference/be viable.

Solar energy and wind energy (away from any residential areas) were found to be the local community's preferred type of renewable energy on new sites at the Neighbourhood Plan's Future Energy Needs community workshop.

CP11. Site 1 - Do you agree with the proposal for some housing to be located north of the North Rivers cyclepath?

We do not agree with built up areas (either north or south) being located adjacent to the cycle path, which has been identified by our Neighbourhood Plan as a green corridor. Located here, noise and lighting would have an adverse impact on the quality of the green corridor in terms of amenity, tranquillity and biodiversity. Housing located north of the cyclepath would be contrary to policies in Bremhill's Neighbourhood Plan.

CP12. Site 1 - Are there any uses that would be most suitable for Hardens Farm and New Leazes Farm?

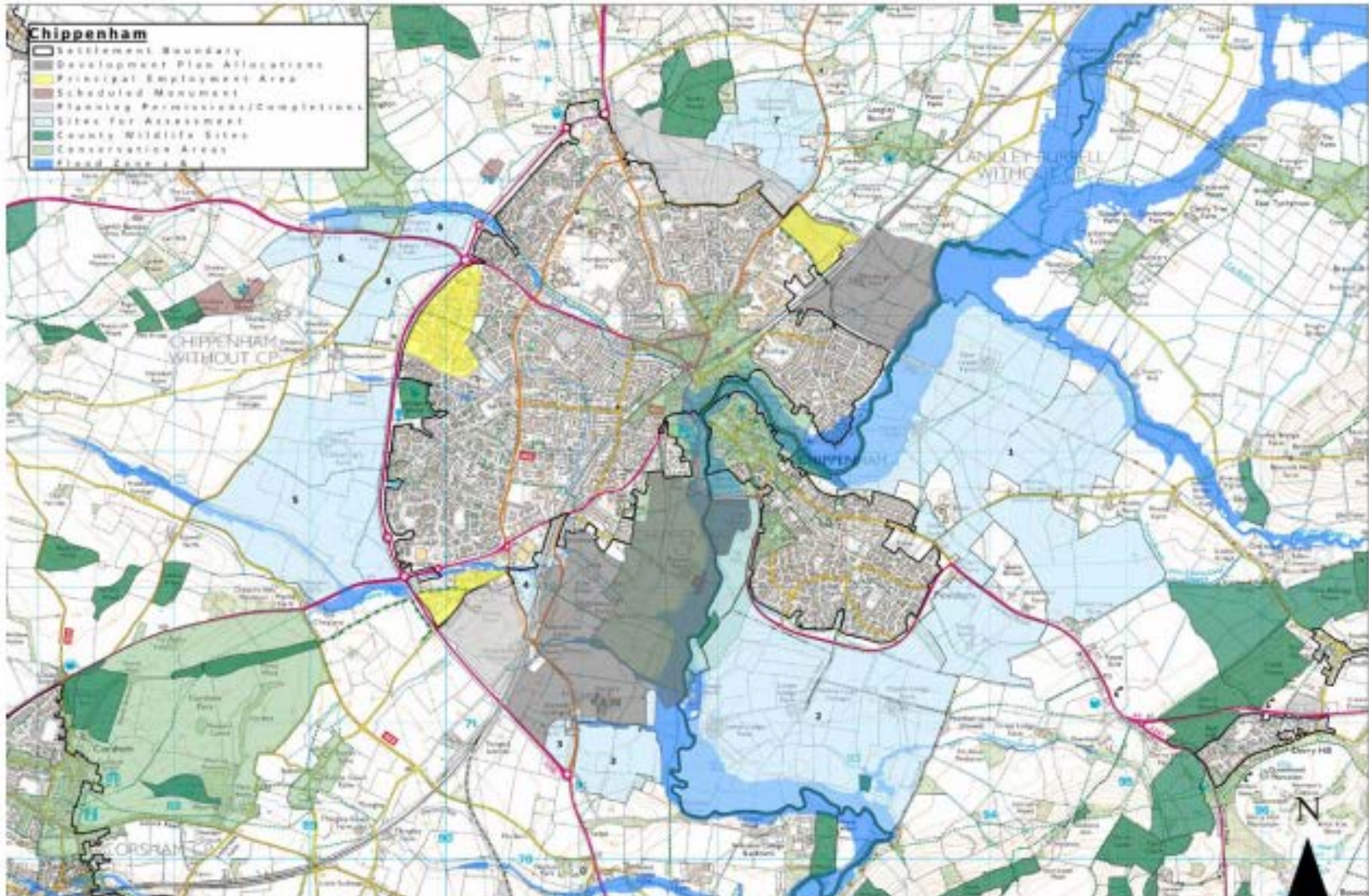
Agriculture/food production.

CP13. Is there anything we have missed that needs to be considered in planning for Chippenham?

We recommend that the table beginning on Page 20 is split into "strategic" and "local". All the local needs can then be moved into our Neighbourhood Plan. There would then be two complementary tables to each be delivered in the right document.

Under the 'Employment' section of the table the view of Wiltshire Council that Chippenham is attractive for employment appears somewhat optimistic, given the town's allocated employment sites are/have not been built out/attractive to the market.

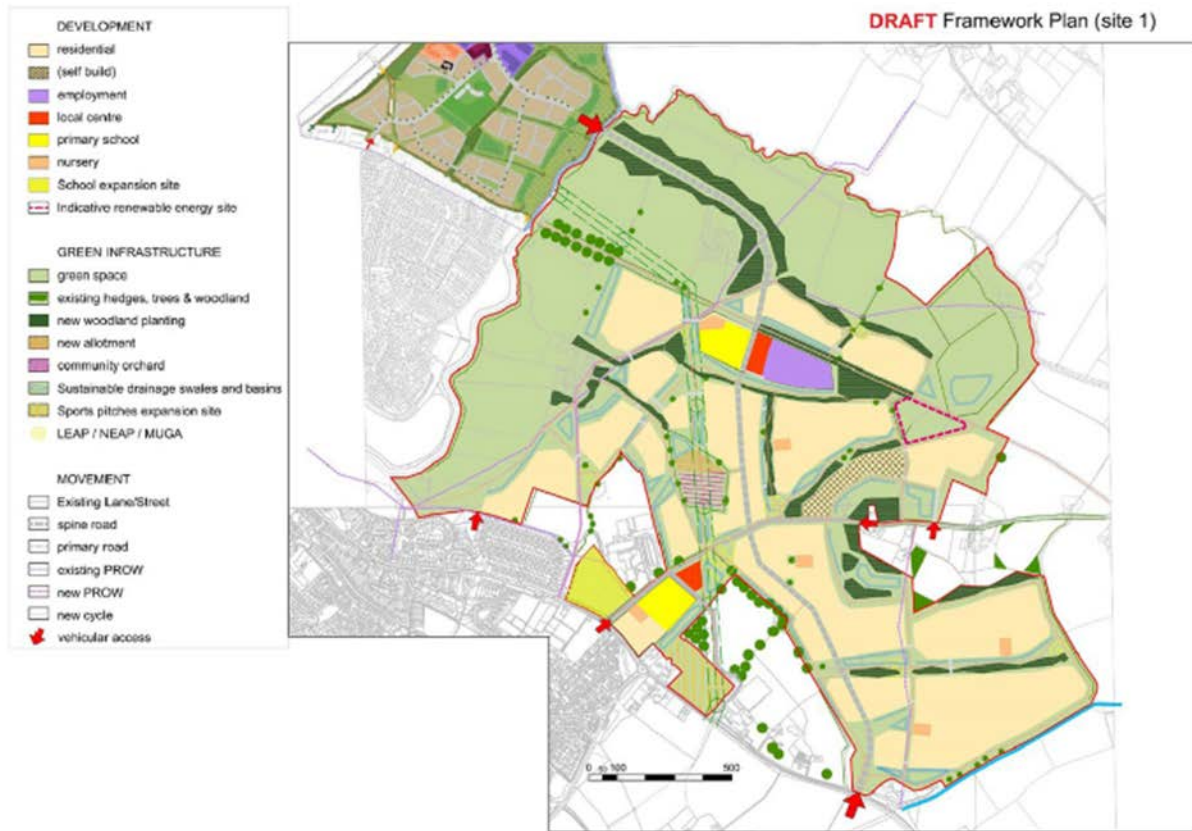
Appendix 2 - Stage 3 Sustainability Appraisal map with Preferred development sites highlighted



Appendix 3 - Concept Plans for Sites 1, 2 and 3

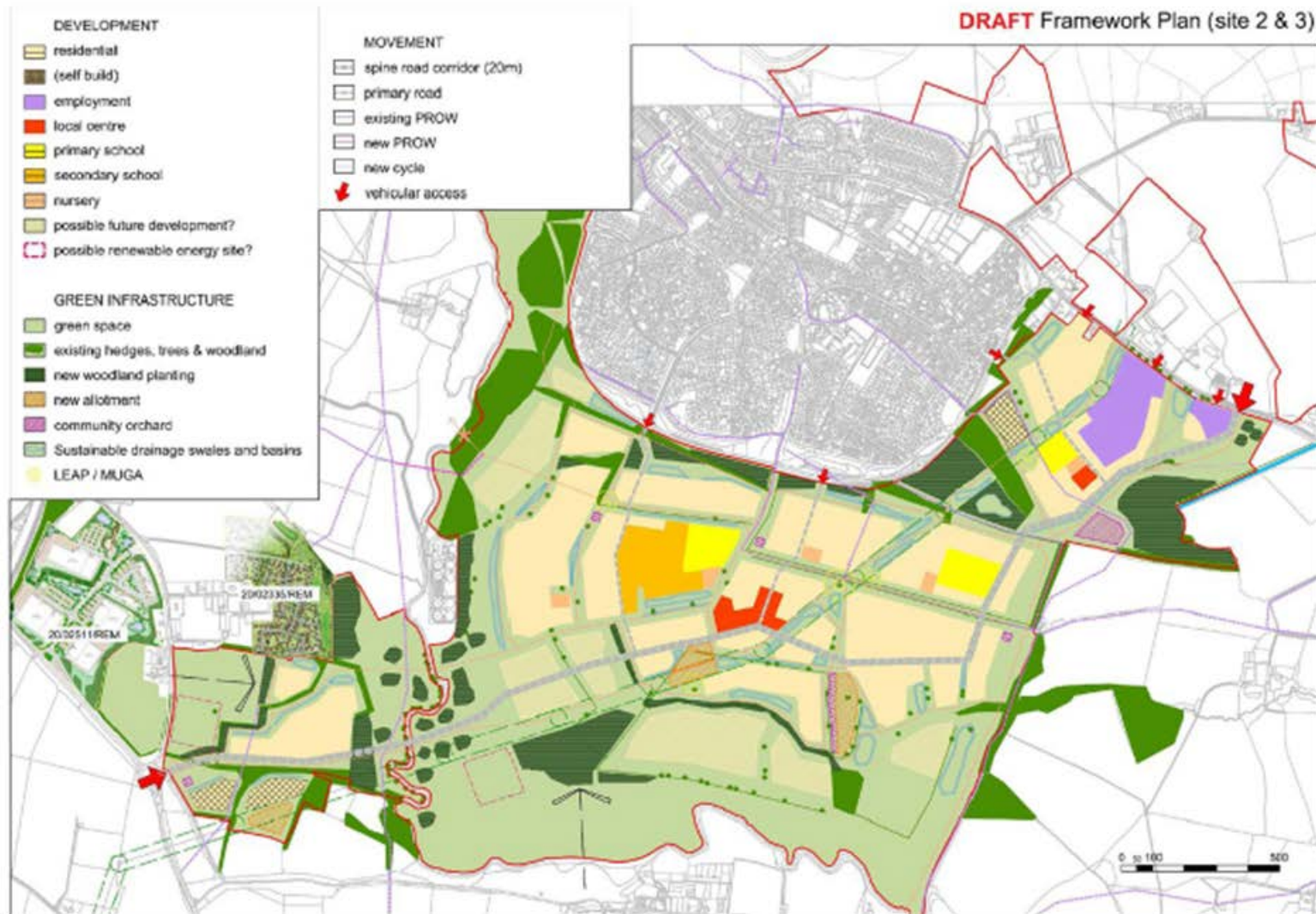
Site 1

Figure 2 Concept map for Site 1 East Chippenham showing boundary outline and proposed layout and land uses, within which to accommodate development



Sites 2 & 3

Figure 6 Concept map for Site 2 and 3 South Chippenham and East of Showell Farm showing boundary outline and proposed layout and land uses, within which to accommodate development



WILTSHIRE COUNCIL

**THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING,
CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2019
(AMENDMENT NO.6) ORDER 2021**

The Council of the County of Wiltshire in exercise of its powers under Sections 1, 2, 4, 32, 35, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) as amended and the Traffic Management Act 2004 (hereinafter referred to as “the Act of 2004”) as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 hereby makes the following Order.

1. The County of Wiltshire (Chippenham and Chippenham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Clearways and On Street Parking) Consolidation Order 2019 shall be amended by the revocation of the Map Schedules specified in the First Schedule to this Order and the insertion of the Map Schedules specified in the Second Schedule to this Order.
2. The effect of the Order will be as follows:
 - a) To introduce **No Waiting at any time** on the following length of road:
Vincients Road – south east side – from a point 129 metres south of its junction with Bumpers Way (western leg) for a distance of 60 metres in a southerly direction
 - b) To remove existing Parking Monday to Saturday 8am-6pm 30 minutes No return within 1 hour and replace with **No Waiting at any time** on the following length of road:
New Road – east side – for the length of layby outside property No. 12 New Road, a distance of 24 metres

These restrictions will replace any existing restrictions currently in force in the town of **Chippenham**.
3. This Order shall come into operation on xxxxxxxx 2021 and may be cited as The County of Wiltshire (Chippenham and Chippenham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Clearways and On Street Parking) Consolidation Order 2019 (Amendment No.6) Order 2021.

FIRST SCHEDULE

Map Schedules to be revoked

| Map Schedule | Date |
|--------------|------------|
| CR35 | 21/10/2019 |
| CS35 | 21/10/2019 |
| CS39 | 21/10/2019 |
| | |

SECOND SCHEDULE

Map Schedules to be inserted

| Map Schedule | Date |
|--------------|------------|
| | |
| CR35 | xxxxxxxxxx |
| CS35 | xxxxxxxxxx |
| CS39 | xxxxxxxxxx |
| | |

THE COMMON SEAL of
WILTSHIRE COUNCIL
was hereunto affixed this
xxx day of xxxxxxx 2021
in the presence of: -

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING,
CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2019
(AMENDMENT NO.6) ORDER 2021

NOTICE IS HEREBY GIVEN THAT Wiltshire Council proposes to make the above Order under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 to amend the following restrictions in the Chippenham and Chippenham Without Consolidation Order 2019 by revoking Map Schedule Nos. CR35, CS35 and CS39 dated 21st October 2019 and replacing them by the insertion of revised Map Schedule Nos. CR35, CS35 and CS39 the effect of which will be as follows:

- a) To introduce **No Waiting at any time** on the following length of road:
Vinciens Road – south east side – from a point 129 metres south of its junction with Bumpers Way (western leg) for a distance of 60 metres in a southerly direction
- b) To remove existing Parking Monday to Saturday 8am-6pm 30 minutes No return within 1 hour and replace with **No Waiting at any time** on the following length of road:
New Road – east side – for the length of layby outside property No. 12 New Road, a distance of 24 metres

These restrictions will replace any existing restrictions currently in force in the town of **Chippenham**.

Documents will not be deposited for viewing at Council Offices which are currently closed to the public due to Covid-19. If you would like copies of documents or further information on the above proposal please email TrafficOrders@wiltshire.gov.uk. Full details can also be found by visiting <https://www.wiltshire.gov.uk/troconsultations.htm>

Comments on the proposal together with the reasons for which they are made should be sent by post to reach the Traffic Order Team, Sustainable Transport, County Hall, Bythesea Road, Trowbridge, BA14 8JN allowing 7 days, by email to TrafficOrders@wiltshire.gov.uk or using the response form on the website at <https://www.wiltshire.gov.uk/troconsultations.htm> to reach the Sustainable Transport Group by 22nd February 2021 quoting reference LJB/TRO/CHIP6.

Sustainable Transport Group, County Hall, Bythesea Road, Trowbridge BA14 8JN

28th January 2021

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING,
CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2019
(AMENDMENT NO.6) ORDER 2021

Statement of Wiltshire Council's reasons for proposing
to make the Order

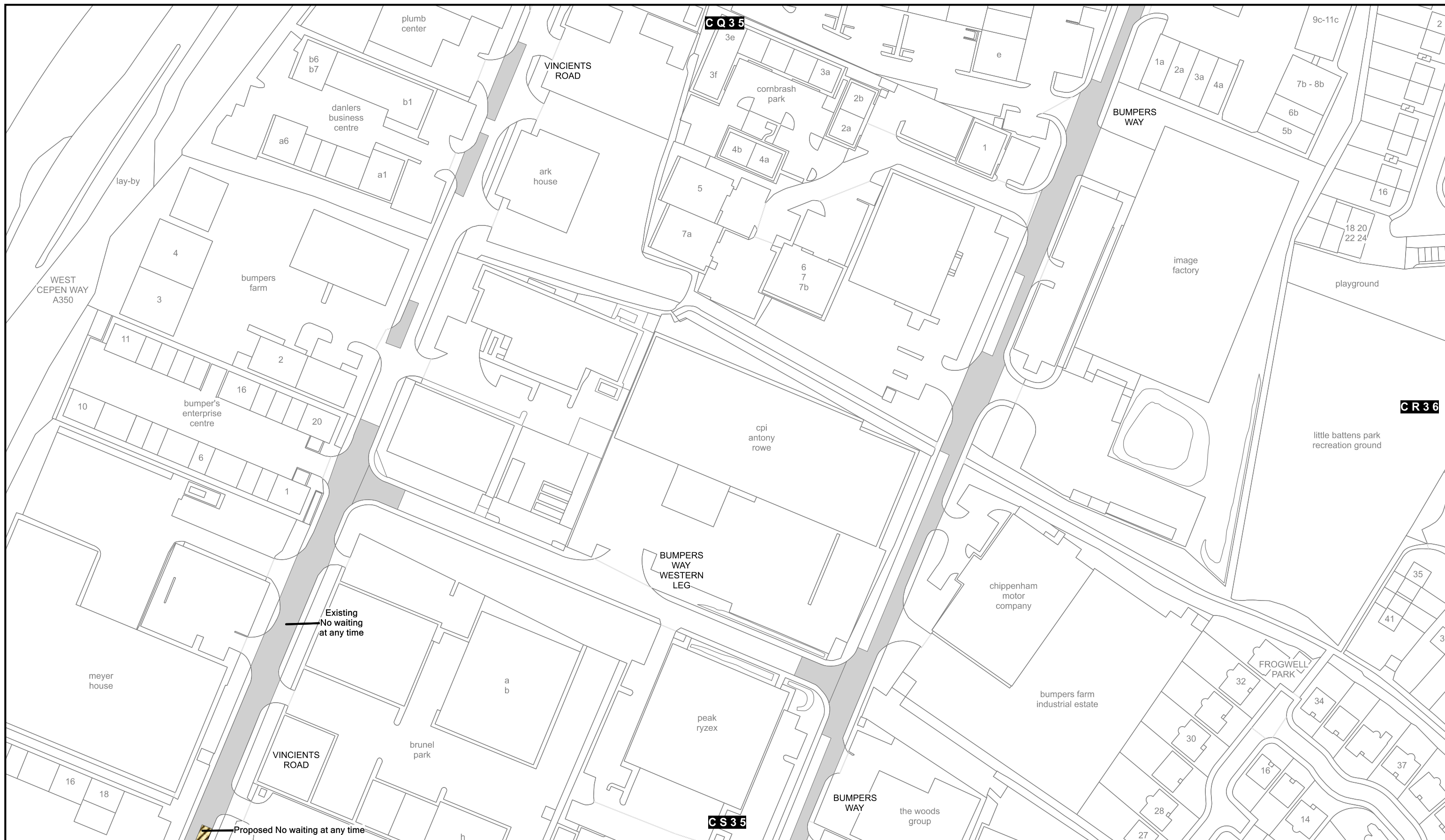
The Traffic Regulation Order is being promoted to rectify issues caused by a change in waiting restrictions.

RTRA 1984 Section 1 (1)

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;

RTRA 1984 Sections 32 and 35

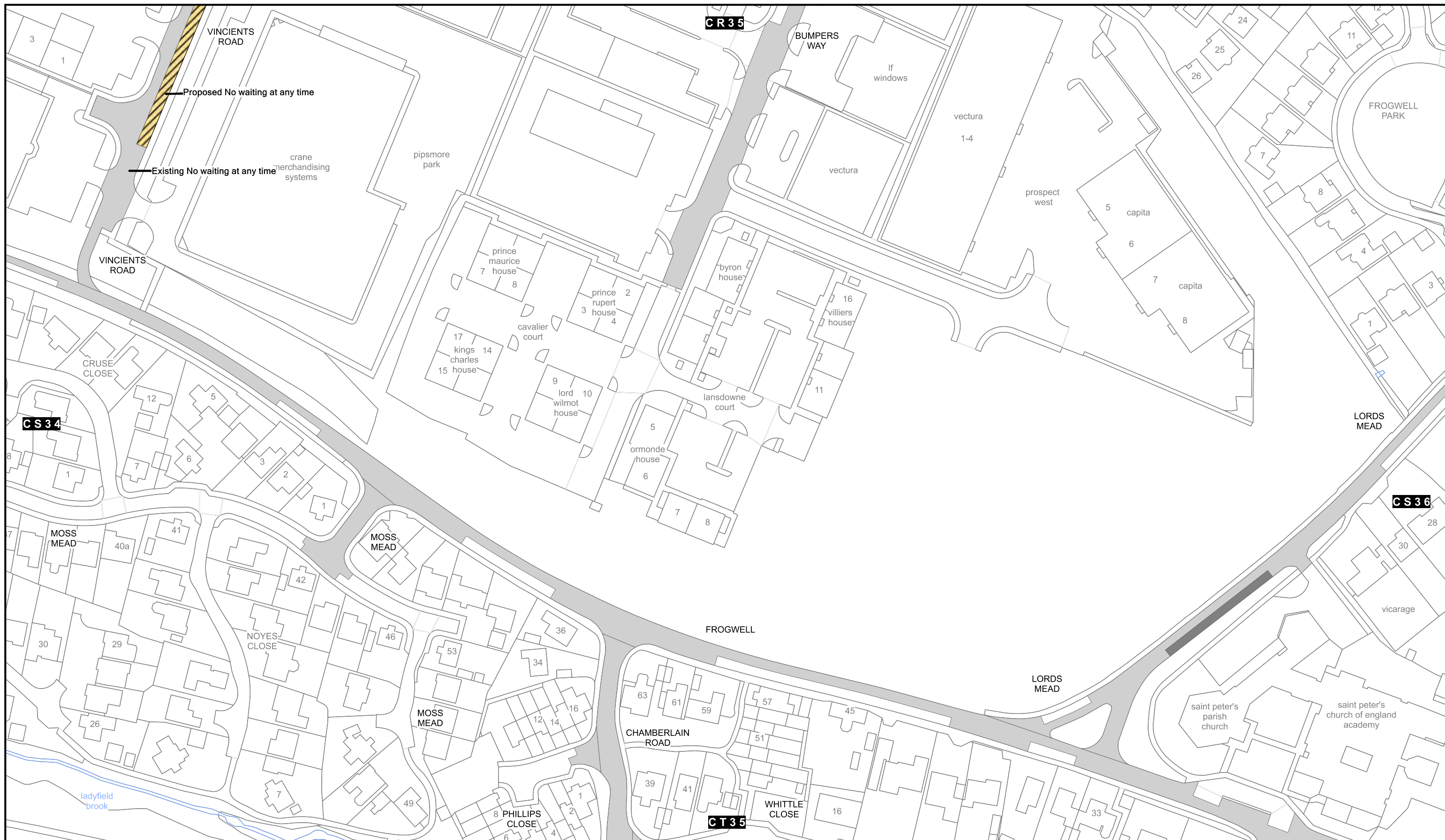
For the purpose of relieving or preventing congestion.



Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

| KEY | |
|-----|--|
| | PROPOSED PARKING |
| | PROPOSED RESIDENT PARKING |
| | PROPOSED PAY AND DISPLAY |
| | PROPOSED DISABLED PARKING |
| | PROPOSED DOCTOR PARKING |
| | PROPOSED MOTORCYCLE PARKING |
| | PROPOSED LOADING |
| | PROPOSED NO WAITING |
| | PROPOSED NO WAITING AND NO LOADING |
| | PROPOSED NO WAITING AND NO LOADING AT ANY TIME |
| | PROPOSED MULTIPLE RESTRICTIONS |
| | PROPOSED NO WAITING AT ANY TIME |
| | PROPOSED NO WAITING AT ANY TIME AND NO LOADING |
| | PROPOSED NO WAITING AT ANY TIME AND NO LOADING AT ANY TIME |
| | PROPOSED PEDESTRIAN ZONE |
| | PROPOSED TAXI CLEARWAY |
| | PROPOSED CLEARWAY |
| | PROPOSED ZONE EXTENSION |
| | PROPOSED ZONE ROAD |
| | EXISTING RESTRICTIONS |
| | REVOKED RESTRICTIONS |
| | EXPERIMENTAL RESTRICTIONS |
| | ZONE BOUNDARY |

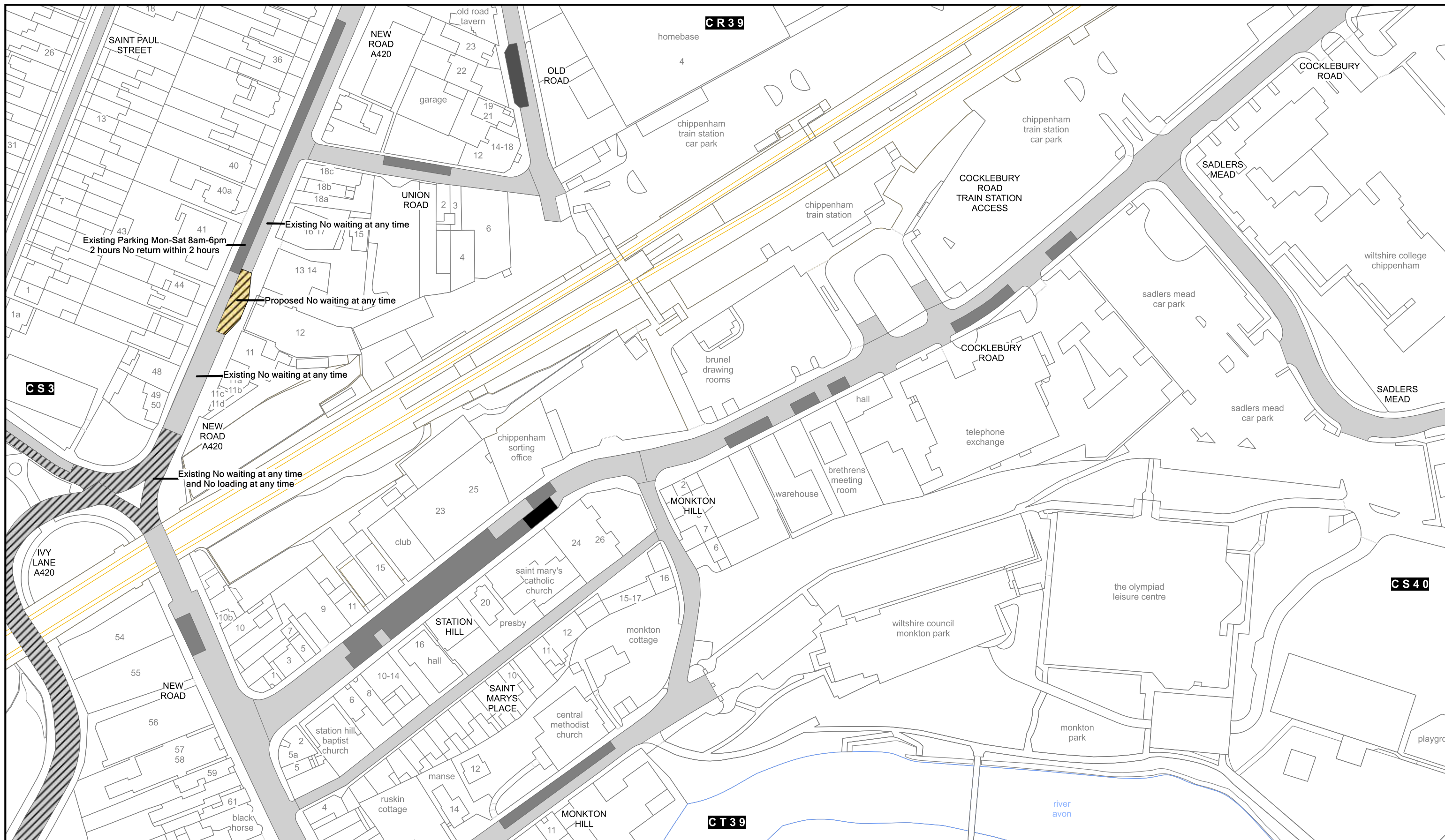
| | |
|------|-------------------|
| FILE | CHIP20160006 |
| MAP | CR35 42 |



Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

| KEY | |
|-----|--|
| | PROPOSED PARKING |
| | PROPOSED DOCTOR PARKING |
| | PROPOSED RESIDENT PARKING |
| | PROPOSED MOTORCYCLE PARKING |
| | PROPOSED PAY AND DISPLAY |
| | PROPOSED LOADING |
| | PROPOSED NO WAITING |
| | PROPOSED NO WAITING AND NO LOADING |
| | PROPOSED NO WAITING AND NO LOADING AT ANY TIME |
| | PROPOSED MULTIPLE RESTRICTIONS |
| | PROPOSED NO WAITING AT ANY TIME |
| | PROPOSED NO WAITING AT ANY TIME AND NO LOADING |
| | PROPOSED NO WAITING AT ANY TIME AND NO LOADING AT ANY TIME |
| | PROPOSED PEDESTRIAN ZONE |
| | PROPOSED TAXI CLEARWAY |
| | PROPOSED CLEARWAY |
| | PROPOSED ZONE EXTENSION |
| | PROPOSED ZONE ROAD |
| | EXISTING RESTRICTIONS |
| | REVOKED RESTRICTIONS |
| | EXPERIMENTAL RESTRICTIONS |
| | ZONE BOUNDARY |

| | |
|------|-------------------|
| FILE | CHIP20160006 |
| MAP | CS35 43 |



**CHIPPENHAM AND CHIPPENHAM WITHOUT AMENDMENT 6
PROPOSED RESTRICTIONS
NEW ROAD**

Crown copyright and database rights 2020 Ordnance Survey 100049050

| | | |
|-------|------------|--|
| SCALE | 1:1250 | |
| DATE | 13/01/2021 | |

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

| KEY | | PROPOSED NO WAITING | | PROPOSED NO WAITING AT ANY TIME | | PROPOSED TAXI CLEARWAY | | EXISTING RESTRICTIONS | |
|---------------------------|-----------------------------|--|--|--|--|-------------------------|---------------------------|---------------------------|---------------------------|
| PROPOSED PARKING | PROPOSED DISABLED PARKING | PROPOSED NO WAITING | PROPOSED NO WAITING AND NO LOADING | PROPOSED NO WAITING AT ANY TIME | PROPOSED NO WAITING AT ANY TIME AND NO LOADING | PROPOSED TAXI CLEARWAY | EXISTING RESTRICTIONS | EXISTING RESTRICTIONS | EXISTING RESTRICTIONS |
| PROPOSED RESIDENT PARKING | PROPOSED DOCTOR PARKING | PROPOSED NO WAITING AND NO LOADING AT ANY TIME | PROPOSED NO WAITING AND NO LOADING AT ANY TIME | PROPOSED NO WAITING AT ANY TIME AND NO LOADING AT ANY TIME | PROPOSED NO WAITING AT ANY TIME AND NO LOADING AT ANY TIME | PROPOSED CLEARWAY | REVOKED RESTRICTIONS | REVOKED RESTRICTIONS | REVOKED RESTRICTIONS |
| PROPOSED PAY AND DISPLAY | PROPOSED MOTORCYCLE PARKING | PROPOSED MULTIPLE RESTRICTIONS | PROPOSED MULTIPLE RESTRICTIONS | PROPOSED PEDESTRIAN ZONE | PROPOSED PEDESTRIAN ZONE | PROPOSED ZONE EXTENSION | EXPERIMENTAL RESTRICTIONS | EXPERIMENTAL RESTRICTIONS | EXPERIMENTAL RESTRICTIONS |
| | PROPOSED LOADING | | | | | PROPOSED ZONE ROAD | ZONE BOUNDARY | ZONE BOUNDARY | ZONE BOUNDARY |

| | |
|------|-------------------|
| FILE | CHIP20160006 |
| MAP | CS39 44 |

Agenda Item 11

REPORT BY COUNCILLOR JOHN SCRAGG ON THE CHIPPENHAM AREA TRANSPORT GROUP (CATG) MEETING HELD ON 2 FEBRUARY 2021

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to inform PET Councillors on the progress of proposals and schemes and decisions made by Chippenham Area Transport Group (CATG) at its on-line meeting held 2nd February 2021.

2.0 CATG MEETING - CURRENT PROGRESS AND DECISIONS ON NEW SCHEMES

2.1 This was the first meeting with Kirsty Rose, Wiltshire Council senior highways engineer providing expert support to CATG.

2.2 - **Funds - Current Balance** = The total at 2nd February 2021 was £15,161.99 taking account of committed expenditure on approved projects. The end of financial year balance (estimated at £14,861.99) will be carried forward to add to whatever Wiltshire Council allocate for 2021/22. Additional to the sums referred to above will be the town/parish council contributions (normally 30% of the cost) to individual schemes when approved. Note that CATG covers the Chippenham Community Area which includes parishes north of Chippenham (south of the M4). Schemes specific to these parishes are not included in this report.

2.3 **Cycle Priority Schemes (General)** - A significant number of cycle route schemes are being implemented by Wiltshire Council or are being considered by CATG. CATG noted that the Department for Transport had published a document in 2020 'Gear Change -A bold vision for cycling and walking', and a related notice (LTN1/20) - Cycle Infrastructure Design. Various features of the new policies are already being reflected in schemes being considered by CATG but some proposals may need to be re-considered in the light of the new guidance. Key features are:

Cycle routes must be direct, they must be continuous - not giving up at difficult places - chicanes and 'dismount' signs should not be used,

Cycles must be treated as vehicles, not as pedestrians. Cyclists must be separated from pedestrians. New cycle provision which involves sharing space with pedestrians, including crossings, will no longer be funded, neither will new cycle route provision on busy roads which consists of painted markings or cycle symbols. DfT wants to see as many as possible of the existing painted lanes upgraded with physical separation. Shared use routes away from streets may be appropriate in locations such as canal

towpaths, paths through housing estates, parks and other green spaces, including in cities.

There is particular emphasis on making it safer to ride to school and the creation of more "school streets". Under these schemes, during term time, local authorities close streets to through traffic and have parking restrictions at school pick-up and drop-off times.

2.4 Dropped Kerbs - Dropped kerbs requested in Queens Crescent can go forward with an allocation of £4000 subject to acceptance of additional contribution by Chippenham TC. Move to Priority 1.

2.5 Priority One Projects

4-20-6 London Road, Chippenham. Bollard installation is complete. Repainting of existing bollards will be undertaken when weather improves.

4-20-10 Parliament St, Chippenham. changes at the existing footway link between Parliament Street and Little Down to create a shared access for cyclists and pedestrians. Site survey ordered. Await completion to allow design work to commence.

4-20-8 Various sites in Chippenham. Chippenham Town Council to fund and produce new 'Welcome to Chippenham' signs. Signing works managed by Mark Stansby (Wiltshire Council). Designated Priority One.

5753 - Replace informal crossing points with zebra crossings Queens Crescent, Chippenham. No further progress.

6144 - Speed reduction to 20mph for High Street in Chippenham. The only measures so far determined are some temporary advisory signs for the High Street to be erected on market day. WC engineer to agree sign with CTC and order.

4-19-5 Hill Rise/Barrow Green - pedestrian safety. Traffic survey results were circulated. Speeds were well within the 30mph limit with very few exceptions. KM to consider other options to improve safety. Communication with residents recommended. Designated Priority One.

4-20-3 Hardenhuish Avenue Chippenham - speeding vehicles and rat running traffic. No further update. All traffic surveys on hold due to lockdown restrictions.

4-20-7 Bristol Road, Chippenham. Request for formal crossing (Puffin/Zebra) by the entrance to Lidl Store. No further update pending completion of Phase 4/5 of A350 dualling. It was agreed to remove this item from list at this stage.

4-20-9 A350 Cepen Way Chippenham - speeding vehicles. No further update pending completion of Phase 4/5. It was agreed to remove this item from list.

S:\AGENDAS AND MINUTES 2012 onwards\4 PET Committee\PET May 2020 - May 2021\11. 18 February 2021\Agenda and Reports\PET Agenda 180221 CATG Report by Cllr Scragg - revised.docx

4-20-11 Fairfoot Close to Gascelyn Close. Request for new cycle link. Including path widening. Engineer to examine issue further in relation to LTN1/20 and report back to group.

4-20-12 Baydons Lane to Long Close (for cycle route). Site meeting to be arranged in due course and request reviewed in relation to LTN1/20.

4-20-13. Various locations Chippenham. Improvement to cycle routes - chicanes in shared-use paths - request for removal at the various sites. Site meetings to be arranged in due course.

4-20-14 Lowden Hill, Chippenham. Await outcome of Tranche 2 EATF consultation. There had been much local opposition to the proposal to stop through traffic down Lowden Hill.

New Requests submitted since the last meeting.

4-20-16 St Pauls Primary School, Chippenham. Request for four direction signs for school. CATG agreed support for scheme and funding of £300. (Funding approved by CTC). To be moved to priority 1

4-21-1 Shared Use Path - Island Park. Widen all paths in Island Park to at least 3.0m, in line with the Government's new Cycle Infrastructure Design Guidance LTN 1/20. Install wayfinding signage. Chippenham Cycling Development Group to be invited to provide CATG with additional information regarding overall cycle strategy and aims in order to allow a greater overview and insight into these individual schemes. This may be in the form of an additional CATG meeting.

Schemes recommended for approval by CATG will be considered at the next Chippenham Area Board meeting.

Next CATG Meeting - date to be advised.