

## **DRAFT CHIPPENHAM NEIGHBOURHOOD PLAN 2023-2038 DECISION STATEMENT (PROCEEDING TO REFERENDUM)**

### **1. INTRODUCTION**

- 1.1. Pursuant to the Wiltshire Council constitution and in particular Part 3D, the Director of Planning within whose remit Spatial Planning falls is authorised to make decisions on Neighbourhood Plan proposals following the examination of a Neighbourhood Plan proposal in accordance with the Town and Country Planning Act 1990 (as amended) and the Neighbourhood Planning (General) Regulations 2012 (as amended) and all other relevant legislation.

### **2. BACKGROUND**

- 2.1. The designated area for the draft Chippenham Neighbourhood Plan comprises the whole of the parish of Chippenham. On 2<sup>nd</sup> August 2021 (boundary changes resulted in revisions to the Neighbourhood Area designated in 2018) Wiltshire Council formally approved that the Chippenham Neighbourhood Area (i.e., the land within the parish of Chippenham) be designated in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).
- 2.2. Chippenham Town Council – the ‘qualifying body’ submitted their draft Chippenham Neighbourhood Plan 2023-2036, along with supporting documents, to Wiltshire Council on 28th June 2023 for consultation, independent examination and the remaining stages of the draft Plan’s preparation in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).
- 2.3. Following submission of the draft Chippenham Neighbourhood Plan, Wiltshire Council publicised the Plan and supporting documents and invited representations during the consultation period 24<sup>th</sup> July 2023 to 5<sup>th</sup> September 2023.
- 2.4. In September 2023, Wiltshire Council appointed an independent examiner, Andrew Matheson, to examine the draft Plan and consider whether it should proceed to referendum.
- 2.5. The examiner’s report was received in January 2024 and concluded that subject to making the modifications recommended in the report, that the draft Chippenham Neighbourhood Plan meets the Basic Conditions and should proceed to referendum. The examiner also recommended that the Chippenham Neighbourhood Area (the parish area) is an appropriate area within which to hold a referendum.
- 2.6. In accordance with legislation, Wiltshire Council must consider each of the recommendations made in the examiner’s report, decide what action to take in

response to each recommendation and what modifications should be made to the draft Plan in order to be satisfied that it meets the Basic Conditions and is compatible with Convention Rights. If the authority is satisfied, then a referendum must be held. Consideration also needs to be given as to whether to extend the area to which the referendum is to take place.

### 3. DECISION AND REASONS

- 3.1. Wiltshire Council must be satisfied that the neighbourhood plan meets the Basic Conditions, is compatible with the Convention rights and complies with the provision made by or under sections 61E (2), 61J and 61L of the Town and Country Planning Act 1990, or that the draft order would meet those conditions, be compatible with those rights and comply with that provision if modifications were made to the draft order.
- 3.2. Wiltshire Council has considered the examiner's recommendations and reasons for them. Wiltshire Council has decided to make the examiner's modifications with additional modifications by the Council to the draft Chippenham Neighbourhood Plan, for the purpose of correcting errors (which includes amendments necessary to achieve accuracy and consistency in the wording of policies and supporting text) and to ensure that it meets legal requirements, including the Basic Conditions as set out in legislation. **Appendix 1** sets out these modifications, together with the reasons for them.
- 3.3. The Council is satisfied that the draft Neighbourhood Plan, as modified, complies with the legal requirements and can proceed to referendum.
- 3.4. The Council also agrees with the examiner that the referendum area should reflect the extent of the parish of Chippenham.
- 3.5. I declare that I have no private interest in respect of this matter that would prevent me from making this decision.

**Signed:**



Nic Thomas  
Director of Planning  
Planning Directorate  
Wiltshire Council

**Dated:** 4th March 2024

## APPENDIX 1

**Modifications required to be made to the draft Chippenham Neighbourhood Plan 2023-2036 (submission version June 2023) in response to the Examiner's recommendations and to correct errors**

### Guidance for using this document

The following table sets out the modifications that are required to be made to the draft Chippenham Neighbourhood Plan 2023-2038 (submission version June 2023), hereafter referred to as the draft CNP, together with the explanation and reason for modification. This should be read alongside the report dated 31<sup>st</sup> January 2023 of the independent examiner, Andrew Matheson to Wiltshire Council on the draft CNP.

Throughout the table, specific changes that are required are shown as follows:

- text in **bold and underlined** identifies new text to be added to the Plan.
- text that is shown as ~~red strikethrough~~ identifies text to be deleted from the Plan.
- text that is highlighted identifies where sources/footnote references need to be added

The relevant paragraph, policy and page numbering relates to the draft CNP, as submitted to Wiltshire Council. For each change, the table sets out the examiner's recommendation as set out in his report together with the modification that is required to be made to the draft neighbourhood plan. Some additional changes are also included that are not in the examiner's report to correct errors, such as typographical errors.

As a result of some modifications, consequential amendments may be required to the final draft CNP to be published for the purposes of the referendum. These can include changing section headings, amending the contents page, renumbering paragraphs or pages and ensuring that supporting appendices and other documents align with the final version of the Plan.

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Reference number	Page in examiner's report	Related draft CNP page / section, etc.	Recommendation and proposed modification	Reason for modification
R1	9	Page 4 Preface,	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Add a note early in the Plan document as follows: 'This Plan was prepared and submitted before the publication of the 2023 versions of the NPPF and therefore the paragraph numbers derive from the NPPF July 2021.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add a note in the preface of the plan as follows:</li> </ul> <p><b><u>This Plan was prepared and submitted before the publication of the 2023 versions of the NPPF and therefore the paragraph numbers derive from the NPPF July 2021.</u></b></p>	For clarity and accuracy
R2	9	Front cover	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On the front cover remove references to "Submission Plan"</p> <p><u>WILTSHIRE COMMENTS:</u></p> <p>Replace 'Submission Version' with 'Referendum Version' and delete date.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Remove the reference to submission plan on the front cover and replace with 'Referendum Version' as follows:</li> </ul> <p><del>Submission Plan June 2023</del> <b>Referendum Version</b></p>	For clarity and accuracy

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R3	9	Page 4 Preface,	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Update the Preface for the purposes of a Referendum document</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the first sentence of the 'Preface' section to reflect the fact the plan is at the referendum stage as follows:</li> </ul> <p>Welcome to our <b>Referendum Version</b> <del>Submission-Draft</del> of the Chippenham Neighbourhood Plan.</p> <ul style="list-style-type: none"> <li>Amend where the plan is referred to as Submission Version elsewhere in the plan as follows:</li> </ul> <p>1.8 A draft ('Pre-Submission') Plan was published for public consultation (the 'Regulation 14 Consultation') in February 2022. This stage was repeated in February 2023 with the addition of a Strategic Environmental Assessment (SEA) (see below). The Town Council have reviewed the comments received from the local community and other interested parties, including Wiltshire Council, and have made changes, which form the basis of this <del>Submission-Version-of-the</del> Plan. They have also updated Annexes 1–4 and the evidence base (Appendices) which accompany this Plan where appropriate.</p> <p>1.9 Wiltshire Council <del>will under</del><b>took</b><del>ake</del> a second public consultation (the 'Regulation 16 Consultation') on this <del>Submission-Version-of-the</del> Plan. The Plan <del>was</del> <b>will</b> then <del>be</del> finalised, with the help of the LPA and submitted to an Examiner to consider whether it is compliant with the Wiltshire policies and whether it meets its 'basic conditions.' The LPA <del>will</del> then <del>ma</del><b>d</b><del>ke</del> any necessary changes suggested by the Examiner and the Neighbourhood Plan will be put out for a referendum.</p>	For clarity and accuracy

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			<p>1.12 Wiltshire Council confirmed in its screening opinion of April 2022 that a SEA was required for the Neighbourhood Plan. The Town Council appointed expert independent consultants, AECOM, to undertake the SEA. The SEA predicts the likelihood for positive environmental effects for most of the topic themes arising from Plan implementation. A copy of the SEA report is published alongside this <del>Submission Version of the</del> Neighbourhood Plan.</p> <p>2.18 The comments received from the Regulation 14 Consultation were reviewed and responded to by the Steering Group. These can be viewed in the Consultation Statement that accompanied <del>is</del> this <del>Submission Version of the</del> Plan. The Steering Group spent almost a year reviewing and amending the Plan as a result of comments received. The process has resulted in an improved Plan.</p> <ul style="list-style-type: none"> <li>• Ensure any other references to 'Submission Plan' are amended as appropriate</li> </ul>	
R4	9	Page 6 Contents,	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Review the Content listing in the light of the Recommendations in this Report.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>• Ensure contents list is updated in light of subsequent changes to the plan</li> <li>• Ensure the numbering of the contents is updated in light of subsequent changes to the plan</li> </ul>	For clarity and accuracy

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R5	9	Page 10, Evidence in Support of Neighbourhood Plan Policies and Page 11 Paragraph 1.15	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Move the listing of "Appendix 9 – Local Green Spaces Maps" to become Annexe 5 in paragraph 1.15.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Remove Appendix 9 – Local Green Spaces from the Evidence in Support of Neighbourhood Plan table and renumber subsequent Appendices. Add Appendix 9 – Local Green Spaces Maps" to become Annexe 5 in paragraph 1.15 as follows:</li> </ul> <p><del>Appendix 9 – Local Green Spaces Maps</del>  Appendix <del>10</del> <u>9</u> – Green Corridors Topic Paper  Appendix <del>10</del> <u>4</u> - Chippenham Housing Needs Assessment  Etc...</p> <p>1.15 The Neighbourhood Plan has four accompanying Annexes which provides more detailed guidance on particular aspects.  These are:</p> <ul style="list-style-type: none"> <li>Annexe 1 – Chippenham Design Guide</li> <li>Annexe 2 – Chippenham Conservation Area Character Appraisal</li> <li>Annexe 3 – Shopfronts Design Guide</li> <li>Annexe 4 – Tree Planting Guide</li> <li><b><u>Annexe 5 – Local Green Spaces Maps</u></b></li> </ul>	For clarity and accuracy
R6	10	Page 21, Paragraph 3.28	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Add reference to the Wiltshire &amp; Swindon History Centre and Chippenham Library Paragraph 3.28.</p>	For clarity and accuracy

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add reference for the Wiltshire and Swindon History Centre and Chippenham Library in paragraph 3.28</li> </ul> <p>3.28 The town has <del>two</del> <b>three</b> cultural institutions located within the town centre – Chippenham Museum, <b>Chippenham Library</b> and the Neeld Community &amp; Arts Centre. The Reel Cinema and <b>Wiltshire &amp; Swindon History Centre</b> <del>is</del> <b>are</b> located just outside of the town centre. There are a number of churches located within the town. The town attracts a significant number of visitors to its annual Folk Festival.</p>	
R7	10	Page 23, Future Direction subheading	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within section 3 under the sub-heading “future Direction”. Add a new paragraph 3.45 as follows:  ‘The Chippenham Area Strategy in paragraphs 5.43-5.52 of the Wiltshire Core Strategy sets out the main issues and considerations facing Chippenham up to 2026. These are similar issues to the place-shaping priorities listed in Policy 6 of the current Wiltshire Local Plan Review Regulation 19 Version which will extend the timeframe to 2038.’</p> <p>Adjust the numbering of subsequent paragraphs accordingly.</p> <p>At the beginning of paragraph 3.48 replace “if” with ‘as’. To the end of paragraph 3.49 add: ‘Place Shaping Priority 1 of Policy 6 of the Wiltshire Local Plan Review Regulation 19 Version recognises the existing levels of net out-commuting in Chippenham as being an issue’. In paragraph 3.50 replace the second sentence with:  ‘Some housing estates are poorly connected via sustainable transport modes to the town centre and its facilities’; delete the third sentence.</p>	For clarity and accuracy



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			<p>In paragraph 3.51 add: 'Paragraph 1.2 of the Chippenham Site Allocations Plan DPD recognises the fact that 'In planning for the future growth of the town the proposals of this plan seek to: Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add a new paragraph under subsection 'Future Direction' and renumber thereafter the subsequent paragraphs. Also, amend/add text to paragraphs, as follows:</li> </ul> <p><b><u>3.45 The Chippenham Area Strategy in paragraphs 5.43-5.52 of the Wiltshire Core Strategy sets out the main issues and considerations facing Chippenham up to 2026. These are similar issues to the place-shaping priorities listed in Policy 6 of the current Wiltshire Local Plan Review Regulation 19 Version which will extend the timeframe to 2038.</u></b></p> <p>3.4<del>5</del><b>6</b> Chippenham is defined as a 'principal settlement' within Core Policy 1 of the Wiltshire Core Strategy – as a 'strategically important centre and primary focus for development'. Core Policy 1 goes on to explain that principal settlements 'will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment'</p> <p>3.4<del>6</del><b>7</b> 'Brownfield' land in the town is limited in terms of current availability and therefore it is likely that any future growth will occur on less sustainable 'greenfield' land or farmland in the Parish and surrounding it.</p>	

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			<p>3.4<del>7</del><b>8</b> Growth on 'greenfield' land would need to be balanced against the potential loss of rural landscapes and green infrastructure, employment in the agricultural sector, and land for sustainable food production, particularly where high quality agricultural land is involved. Sustainable food production, where food is grown and consumed locally, is becoming increasingly recognised for its low carbon credentials and reduces the reliance on, and associated risks of, costly food imports in a scenario where global food scarcity is likely to increase in the future.</p> <p>3.4<del>8</del><b>9</b> The Neighbourhood Plan recognises that <del>#</del> <b>as</b> Chippenham continues to grow, this growth needs to be appropriate in scale; of high quality design; be environmentally sustainable; planned so as to mitigate the causes and be adapted to the impacts of climate change; and take account of emerging trends as a result of the COVID-19 pandemic.</p> <p>3.4<del>9</del><b>50</b> The growth agenda, and the town's positive locational advantages along the M4 and Great Western Railway Line corridors, needs to be balanced against concerns expressed by the local community about the rapid expansion of the historic market town and the level of net out-commuting. <b><u>Place Shaping Priority 1 of Policy 6 of the Wiltshire Local Plan Review Regulation 19 Version recognises the existing levels of net out-commuting in Chippenham as being an issue.</u></b></p> <p>3.5<del>0</del><b>1</b> These concerns are based on past and current experience of large scale volume house building which has not always delivered the necessary sustainable transport and community infrastructure to go with it – including jobs, schools and community facilities. <b><u>Some housing estates are poorly connected via sustainable transport modes to the town centre and its facilities.</u></b> <del>Some housing estates are poorly connected to the town centre and its facilities, including</del></p>	

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			<p><del>those located on the western edges of the town.</del> The town cannot afford to become a dormitory settlement.</p> <p>3.5<del>4</del><sup>2</sup> The Neighbourhood Plan supports surrounding villages in their desire not to be amalgamated within an expanded Chippenham, which would result in the loss of their setting, identity and amenity.  <b><u>Paragraph 1.2 of the Chippenham Site Allocations Plan DPD recognises the fact that 'In planning for the future growth of the town the proposals of this plan seek to: Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town.'</u></b></p> <p>3.5<del>2</del><sup>3</sup> The Chippenham of the future will capitalise on its history, location and beautiful surrounding countryside to maintain itself as an attractive and vibrant, riverside market town in which to live, work and for people to visit.</p>	
R8	11	Page 24, Paragraph 4.1	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "4. Creating Vision &amp; Objectives" in paragraph 4.1 replace "being able to prepare a 'Vision' and set of accompanying objectives for the Plan with the confidence that it reflected the wishes of the community" with 'being able to prepare a 'Vision' for Chippenham from which objectives specifically for the Neighbourhood Plan are derived with confidence that these reflected the expressed wishes of the community'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the text in paragraph 4.1 as follows:</li> </ul> <p>4.1 The Pre-Vision Survey conducted by the Neighbourhood Plan Steering Group in April 2019 was the Steering Group's first contact</p>	For clarity and accuracy

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			with the Chippenham community and proved to be hugely beneficial in <del>being able to prepare a 'Vision' and set of accompanying objectives for the Plan with the confidence that it reflected the wishes of the community</del> <b><u>being able to prepare a 'Vision' for Chippenham from which objectives specifically for the Neighbourhood Plan are derived with confidence that these reflected the expressed wishes of the community.</u></b>	
R9	11	Pages 24 and 25, colour boxes part of Paragraphs 4.2 and 4.4	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In the colour boxes which are part of paragraphs 4.2 and 4.4 replace "Objectives" with 'Objectives for the Neighbourhood Plan'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the text in the colour box in paragraph 4.2 and in all 6 colour boxes of 4.4, as follows:</li> </ul> <p>Objectives <b><u>for the Neighbourhood Plan</u></b></p>	For clarity and accuracy
R10	11	Page 24, Paragraph 4.4	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 4.4 replace "A Vision and set of objectives were then prepared for each topic area" with 'A Vision for Chippenham and objectives for the Neighbourhood Plan were then prepared for each topic area'.</p> <p><u>REQUIRED MODIFICATIONS:</u></p> <ul style="list-style-type: none"> <li>Amend the text in paragraph 4.4 as follows:</li> </ul> <p>4.4 Six topic areas became apparent from the Pre-Vision Survey results, with a golden thread of sustainability and climate change</p>	For clarity and accuracy

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			mitigation running through all topic areas. <del>A Vision and set of objectives were then prepared for each topic area:</del> <b><u>A Vision for Chippenham and objectives for the Neighbourhood Plan were then prepared for each topic area.</u></b>	
R11	13	Page 28, Paragraph 5.5	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 5.5 replace “significantly” with ‘beneficially’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 5.5 as follows:</li> </ul> <p>5.5 The challenges of climate change demand urgent action on carbon emissions and the Neighbourhood Plan has the potential to <del>significantly</del> <b><u>beneficially</u></b> reduce Chippenham’s carbon footprint and make a significant local contribution to the adaptation and mitigation of future climate change. Notwithstanding the policies set out in this chapter, the cross-cutting theme of sustainability and climate change mitigation and adaptation has been considered in the formulation of all Neighbourhood Plan policies – being integral to the Chippenham Identity Vision.</p>	For clarity and accuracy and to meet Basic Condition 1
R12	13	Page 34, Paragraph 5.19	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 5.19 replace “achieve” with ‘encourage’ and add the following at the foot of the paragraph: ‘The Policy does not require fabric energy efficiency standards that go beyond the minimum standards set out in Building Regulations. Its expectations can be satisfied as long as the development achieves net zero carbon in its regulated operational emissions overall, or future paths to net zero have been addressed’.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 5.19 as follows:</li> </ul> <p>5.19 Neighbourhood Plan Policy SCC1 seeks to <del>achieve</del> <b>encourage</b> net zero carbon emissions for operational energy for all new buildings using regulated energy data, prioritising fabric energy efficiency as far as possible and supporting schemes that go above and beyond energy efficiency standards in current Building Regulations and the Future Homes Standard. <b><u>The Policy does not require fabric energy efficiency standards that go beyond the minimum standards set out in Building Regulations. Its expectations can be satisfied as long as the development achieves net zero carbon in its regulated operational emissions overall, or future paths to net zero have been addressed.</u></b></p>	
R13	13	Page 34, Paragraphs 5.20 and 5.21	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Delete paragraph 5.20 from "Carbon Offsetting ...." onwards as well as paragraph 5.21.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 5.20 and delete paragraph 5.21 as follows:</li> </ul> <p>5.20 In accordance with the Energy Hierarchy, for any remaining energy balance, on-site renewable energy should be used to the maximum extent possible to reach net zero emissions. <del>Carbon offsetting is the least preferable method and should be used to remove any remaining balance that cannot be achieved on-site. This 'offset' will be calculated and costed by the developer, and submitted to, and verified by, the Local Planning Authority, through means of a planning obligation.</del></p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><del>5.21 An Energy Statement showing estimated modelling of regulated energy consumption of new development will be the mechanism through which the developer will demonstrate net zero carbon at planning application stage. The modelling will be repeated at post-construction stage to account for any differences and submitted to, and verified by, the Local Planning Authority, through means of a planning obligation.</del></p> <ul style="list-style-type: none"> <li>• Renumber paragraphs thereafter accordingly as follows:</li> </ul> <p>5.21<del>2</del> 5.22<del>3</del> 5.23<del>4</del> Etc..</p>	
R14	13	Page 34, Policy SCC1 – Net Zero Carbon Development	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Reword Policy SCC1 as follows: ‘Major development proposals for all new buildings will include an Energy Statement. This should demonstrate whether a development will achieve an annual operational net zero carbon emissions balance, by modelling each building’s estimated regulated energy consumption and the site’s overall renewable energy (electricity and heat) generation. A recognised industry calculation method should be used to calculate regulated energy consumption. For all new dwellings this should be the Standard Assessment Procedure (SAP). Numerical figures for both space heating demand and total regulated energy use should be provided in the Energy Statement. The Local Planning Authority shall be notified of any significant differences in the development’s regulated energy consumption modelling data between planning application stage and building completion.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>In seeking to achieve net zero carbon development, fabric energy efficiency should be prioritised as far as possible, in accordance with the Energy Hierarchy shown as Figure 5.1.</p> <p>Where net zero carbon emissions are not being achieved through fabric energy efficiency, proposals will demonstrate the extent to which the remaining energy demand will be supplied from any of the following sources below, or it may be demonstrated that these are economically unviable or technically unfeasible (e.g. where there is an insurmountable constraint on grid capacity):</p> <p>a) renewable and/or low carbon heat supply (e.g. via connection to a low carbon district heating network where available and/or air or ground source heat pumps);</p> <p>b) on-site renewable electricity generation (e.g. roof mounted or ground mounted solar photovoltaic); or</p> <p>c) off-site renewable energy sources as part of an allowable solution, such as an approved community energy scheme or carbon offset fund, in agreement with the Local Planning Authority through a planning obligation.</p> <p>It should also be demonstrated that the development has been designed to, as far as possible, enable future occupiers to adopt low carbon technologies that it has not been possible to incorporate during construction (e.g. due to grid capacity constraints).</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy SCC1 – Net Zero Carbon Development' as follows:</li> </ul> <p>Major development proposals for all new buildings will include an Energy Statement. This should demonstrate <del>how</del> <b>whether</b> <del>an</del></p>	



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			<p><del>development annual operational net zero carbon emissions balance</del> will achieve <b><u>an annual operational</u></b> net zero carbon <b><u>emissions balance</u></b>, by modelling each building's estimated regulated energy consumption <del>and the site's overall renewable energy (electricity and heat) generation. Upon completion of the building(s), and prior to first occupation, the modelling will be repeated and data submitted to the Local Planning Authority through a planning obligation, in order to capture any data differences post-construction.</del> A recognised industry calculation method should be used to calculate regulated energy consumption. <b><u>For all new dwellings this should be the Standard Assessment Procedure (SAP).</u></b> Numerical figures for both space heating demand and total regulated energy use should be provided in the Energy Statement. <b><u>The Local Planning Authority shall be notified of any significant differences in the development's regulated energy consumption modelling data between planning application stage and building completion.</u></b></p> <p>In <del>reaching</del> <b><u>seeking to achieve</u></b> net zero carbon <del>emissions development</del>, fabric energy efficiency should be prioritised as far as possible, in accordance with the Energy Hierarchy shown on Figure 5.1.</p> <p>Where net zero carbon emissions <b><u>are not</u></b> <del>cannot</del> <b><u>being</u></b> achieved through <b><u>fabric energy efficiency</u></b>, <del>reduced demand (energy efficiency)</del>, proposals will demonstrate <del>that</del> the <b><u>extent to which</u></b> remaining energy demand will be supplied from <del>either</del> <b><u>any of the following sources below, or it may be demonstrated that these are economically unviable or technically unfeasible (e.g. where there is an insurmountable constraint on grid capacity)</u></b>:</p> <p>a) renewable and/or low carbon heat supply, <del>for example (e.g. via connection to a low or zero carbon district heating network where available and/or air or ground source heat pumps)</del>;</p>	

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			<p>b) on-site renewable electricity generation <b><u>(e.g. roof mounted or ground mounted solar photovoltaic)</u></b>; or</p> <p>c) off-site renewable energy sources as part of an allowable solution, such as an approved community energy scheme or carbon offset fund, in agreement with the Local Planning Authority through a planning obligation.</p> <p><del>Where a proposal cannot meet the requirements in full, in addition to offsetting, It should also be demonstrated that the development must be futureproofed</del> <b><u>has been designed to, as far as possible, to enable future occupiers to easily retrofit or upgrade buildings and/or infrastructure in the future to enable achievement of net-zero carbon development. New developments should not be connected to the gas grid. adopt low carbon technologies that it has not been possible to incorporate during construction (e.g. due to grid capacity constraints).</u></b></p>	
R15	15	Page 35, Paragraphs 5.24 and 5.25	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Merge paragraphs 5.24 and 5.25 (and renumber subsequent paragraphs accordingly) to become: 'Core Policy 41 of the Wiltshire Core Strategy encourages new development, building conversions, refurbishments and extensions to incorporate design measures to reduce energy demand. Its reference to the Code for Sustainable Homes is now obsolete since the Code was abolished by the Government in 2015 and there is currently no replacement until such time as the Future Homes Standard is introduced in 2025. All non-residential development is required to achieve the relevant BREEAM 'Excellent' standards from 2019.'</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Merge paragraphs 5.24 and 5.25 together (now 5.23 and 5.24 as per R13) and renumber subsequent paragraphs accordingly, as follows:</li> </ul> <p>5.23<del>4</del> Core Policy 41 of the Wiltshire Core Strategy encourages new development, building conversions, refurbishments and extensions to incorporate design measures to reduce energy demand. <del>For sustainable construction it requires new homes (excluding extensions and conversions) to achieve at least Level 4 (in full) of the Code for Sustainable Homes. All non-residential development is required to achieve the relevant BREEAM 'Excellent' standards from 2019.</del></p> <p><del>5.25</del> Core Policy 41 'encourages' rather than 'requires' new buildings to incorporate design measures to reduce energy demand. Its reference to the Code for Sustainable Homes is now obsolete since the Code was abolished by the Government in 2015 and there is currently no replacement until such time as the Future Homes Standard is introduced in 2025. <b><u>All non-residential development is required to achieve the relevant BREEAM 'Excellent' standards from 2019.</u></b></p> <ul style="list-style-type: none"> <li>Renumber subsequent paragraphs, accordingly, taking into account the changes to numbering in R13 as follows:</li> </ul> <p>5.24<del>6</del>  5.25<del>7</del>  5.26<del>8</del>  Etc...</p>	

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R16	15	Page 36, Paragraph 5.27	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Replace paragraph 5.27 with: 'Rather than focusing on different recognised building construction standards/ accreditations (which are useful but not always comparable with each other and can cover aspects unrelated to sustainable construction materials and techniques), Neighbourhood Plan Policy SCC2 ensures a tighter focus on producing sustainable design, construction materials and construction methods on major development schemes. To that end it goes as far as possible towards ensuring the delivery of net zero carbon development in Chippenham through sustainable design and construction<sup>43</sup>. The Design and Access Statement will be expected to cover all the aspects set out in Figure 5.2. Applicants are encouraged to present these details at preapplication consultations to ensure measures are incorporated early in the design process.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Replace the text in paragraph 5.27 (renumbered as 5.25 as per R16) as follows:</li> </ul> <p><del>5.25</del></p> <p><del>Rather than focusing on different recognised building construction standards/ accreditations (which are useful but not always comparable with each other and can cover aspects unrelated to sustainable construction materials and techniques) Neighbourhood Plan Policy SCC2 requires submission of a Sustainability Statement which has a tighter focus on producing sustainable design, construction materials and construction methods on major development schemes. To that end it goes as far as possible towards ensuring the delivery of net zero carbon development in Chippenham through sustainable design and construction.<sup>43</sup> In the context of Neighbourhood Plan Policy SCC2, the</del></p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><del>Sustainability Statement will be expected to cover in full the aspects set out in Figure 5.2.</del></p> <p><u>Rather than focusing on different recognised building construction standards/ accreditations (which are useful but not always comparable with each other and can cover aspects unrelated to sustainable construction materials and techniques), Neighbourhood Plan Policy SCC2 ensures a tighter focus on producing sustainable design, construction materials and construction methods on major development schemes. To that end it goes as far as possible towards ensuring the delivery of net zero carbon development in Chippenham through sustainable design and construction<sup>43</sup>. The Design and Access Statement will be expected to cover all the aspects set out in Figure 5.2. Applicants are encouraged to present these details at preapplication consultations to ensure measures are incorporated early in the design process.</u></p>	
R17	15	Page 37, Figure 5.2: Aspects to be covered by the Sustainability Statement	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend the title to Fig. 5.2 to read: 'Aspects to be addressed though Policy SCC2'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the title to Figure 5.2 'Aspects to be covered by the Sustainability Statement' as follows:</li> </ul> <p>Figure 5.2: Aspects to be <del>covered by the Sustainability Statement</del> <u>addressed though Policy SCC2</u></p>	For clarity and accuracy and to meet Basic Condition 1

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R18	15	Page 38, Policy SCC2 – Sustainable Design and Construction	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend Policy SCC2 to read:            'Proposals for major developments will demonstrate optimised sustainability credentials in terms of a) design, b) construction materials and c) methods of construction, minimising or avoiding emissions and other environmental impacts.            All major non-residential developments will be required to meet BREEAM 'Excellent' standard.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend Policy 'SCC2 – Sustainable Design and Construction' as follows:</li> </ul> <p>Policy SCC2 – Sustainable Design and Construction</p> <p>Proposals for all <del>new buildings in</del> major developments <del>schemes</del> will demonstrate <b>optimised sustainability credentials</b> <del>that they are sustainable</del> in terms of a) design, b) construction materials and c) methods of construction, <b>minimising or avoiding emissions and other environmental impacts</b> <del>through submission of a Sustainability Statement which covers the criteria set out in Figure 5.2. The Sustainability Statement should demonstrate how design has been optimised, and emissions and other environmental impacts avoided or minimised. A recognised standard for the assessment of environmental performance of buildings, such as EN 15978:2011, should be used where possible. Applicants are encouraged to submit the Sustainability Statement at preapplication stage (with revisions at the application stage) to ensure measures are incorporated as part of the design process.</del></p> <p>All major non-residential developments will additionally be required to meet BREEAM 'Excellent' standards.</p>	For clarity and accuracy and to meet Basic Condition 1

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R19	16	Page 41, Policy SCC3 – Standalone Renewable Energy	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend Policy SCC3 as follows: In the Policy pre-amble add 'robustly' before "demonstrated". Add two additional criteria (renumbering subsequent criteria accordingly) as follows:</p> <p>'a) The costs and benefits compare favourably with potentially less intrusive options, such as large scale building mounted renewable energy.</p> <p>b) A comprehensive landscape impact assessment has been undertaken which has informed the proposals for the location of new infrastructure and all mitigation measures identified in that are implemented.'</p> <p>Delete the existing criterion c) for want of clarity.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend Policy 'SCC3 – Standalone Renewable Energy' as follows:</li> </ul> <p>Policy SCC3 – Standalone Renewable Energy</p> <p>Proposals for standalone renewable energy developments, including renewable energy storage, will be supported where it can be <b><u>robustly</u></b> demonstrated that:</p> <p><b><u>a) The costs and benefits compare favourably with potentially less intrusive options, such as large scale building mounted renewable energy.</u></b></p> <p><b><u>b) A comprehensive landscape impact assessment has been undertaken which has informed the proposals for the location of new infrastructure and all mitigation measures identified in that are implemented.</u></b></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><del>ca</del>) the wider benefits of providing energy from renewable sources, including contributions to national carbon reduction objectives and targets, outweigh any adverse impacts on the local environment or amenity, including any cumulative adverse impacts from existing or planned renewable energy developments;</p> <p><del>db</del>) additional social, economic or environmental benefits which benefit the local community over the lifetime of the project are provided; and</p> <p><del>e)- particularly adverse/harmful landscape and/or visual effects are capable of being successfully mitigated through sensitive site selection, inherent/sensitive design measures and/or appropriate mitigating and enhancing landscaping proposals.</del></p> <p>In addition, proposals for ground mounted solar photovoltaic development will be expected to make most effective use of the land around arrays through demonstrating that agricultural use will continue, and/or achieving a minimum of 10% biodiversity net gain on site.</p> <p>Proposals for community energy projects where there is full or partial community ownership involvement will be strongly supported.</p>	
R20	16	Page 50, Policy GI1 – Protecting and Enhancing Biodiversity	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend Policy GI1 as follows: Replace the pre-ambble sentence with the following: 'Features of significant biodiversity value should be retained and enhanced as follows:' Amend to the listing of features as follows:</p> <p>i) Retain ancient trees and hedgerows and/or trees and hedgerows of arboricultural value, additional planting should extend tree cover.</p> <p>ii) Retain blue infrastructure and where sustainable drainage systems (SuDS) are being created these should be multi-functional.</p>	For clarity and accuracy and to meet Basic Condition 1



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			<p>iii) Retain native plants and wildflower areas and extend through landscaping proposals.  iv) Protect bat habitats.  v) Incorporate into new construction:</p> <ul style="list-style-type: none"> <li>• Green/brown roofs (where appropriate)</li> <li>• Integrated bird and bat boxes</li> <li>• Swift bricks and bee bricks</li> <li>• 13cm x 13cm holes in fencing for hedgehogs and other small mammals to pass through.</li> </ul> <p>Replace the first sentence of the second paragraph with: 'Major development proposals must demonstrate a Biodiversity Net Gain of at least 10%, secured for at least 30 years. Proposals are encouraged to deliver in excess of 10% Biodiversity Net Gain.' In the third paragraph replace "can provide" with 'provide'. Replace the fourth paragraph with: 'Accreditation of proposals as meeting Building with Nature standards will greatly assist their assessment against this Policy'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>• Amend Policy 'Policy G11 – Protecting and Enhancing Biodiversity' as follows:</li> </ul> <p>Policy G11 – Protecting and Enhancing Biodiversity</p> <p><del>Proposals must demonstrate that the following on-site features, for the creation, protection or enhancement of wildlife habitat and biodiversity, have either been retained or incorporated into the design of the development:</del></p> <p><b><u>Features of significant biodiversity value should be retained and enhanced as follows:</u></b></p>	

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			<p>i) <b>Retain</b> <del>A</del> ancient trees and hedgerows and/or trees and hedgerows of arboricultural value, <b>additional planting should extend tree cover.</b></p> <p>ii) <b>Retain</b> <del>B</del> blue infrastructure <del>-W and where</del> sustainable drainage systems (SuDS) are being created these should be multi-functional</p> <p>iii) <b>Retain</b> <del>N</del> native plants and wildflower areas <b>and extend through</b> <del>in</del> landscaping proposals.</p> <p>iv) <b>Protect bat habitats.</b> <del>Green/brown roofs (where appropriate)</del></p> <p>v) <b>Incorporate into new construction:</b></p> <ul style="list-style-type: none"> <li>• <b>Green/brown roofs (where appropriate)</b></li> <li>• <del>Building-i</del> Integrated bird and bat boxes</li> <li>• Swift bricks and bee bricks <del>in new buildings</del></li> <li>• 13cm x 13cm holes in fencing for hedgehogs and other small mammals to pass through.</li> </ul> <p><del>vi)</del></p> <p><del>vii)</del></p> <p>Major development proposals <b>must demonstrate</b> <del>will only be permitted where</del> a Biodiversity Net Gain of at least 10% <del>is demonstrated and</del> secured <b>for</b> <del>in perpetuity (at least 30 years).</del></p> <p><del>Development p</del>Proposals <b>are encouraged to that</b> deliver in excess of 10% Biodiversity Net Gain. <del>will be supported. The latest DEFRA metric or agreed equivalent shall be used to calculate Biodiversity Net Gain.</del></p> <p>Development proposals on sites which are located adjacent to existing green spaces and/or open countryside will demonstrate, through their layout and/or landscape design, that they <del>can</del> provide an appropriate and sensitive interface to existing adjoining habitats.</p> <p><del>Development proposals that are accredited as meeting Building with Nature standards will be supported.</del></p> <p><b><u>Accreditation of proposals as meeting Building with Nature standards will greatly assist their assessment against this Policy.</u></b></p>	

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R21	18	Page 52, Paragraph 6.37	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Local Green Spaces" move paragraph 6.37, the related photo and its caption on page 53 to follow paragraph 6.42; amend paragraph 6.37 to read as follows:</p> <p>'Where a green space does not meet the criteria for Local Green Space designation but the space is integral to the functioning of the residential area in which it is located, Policy GI3 (Green Amenity Areas) recognises these generally smaller green spaces, which can be just as much valued by the community that live within the immediate vicinity. Figure 6.2 identifies the Green Amenity Areas in Chippenham, with larger scale maps for each Green Amenity Area contained within Annexe 5.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Move paragraph 6.37 and the related photo on to page 53 to follow paragraph 6.42 (now paragraph 6.41) and renumber paragraphs accordingly. Amend paragraph 6.37 as follows:</li> </ul> <p><del>6.42</del><sup>1</sup></p> <p><del>6.42</del><sup>37</sup> Neighbourhood Plan Policy GI2 also recognises smaller local green spaces e.g. a mown grass area comprising of 0.1ha within a housing estate, which can be just as much valued by the community that live within the immediate vicinity of the space, as larger green spaces in Chippenham of a recognised size and quality. The policy therefore ensures that lesser known local sites are retained and protected through designation. By designating and recognising such spaces, thereby giving greater certainty to their retention, the site owner, community and developer can better appreciate their value, and enhancement of these spaces can be encouraged to further benefit the local community and biodiversity.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<u>Where a green space does not meet the criteria for Local Green Space designation but the space is integral to the functioning of the residential area in which it is located, Policy GI3 (Green Amenity Areas) recognises these generally smaller green spaces, which can be just as much valued by the community that live within the immediate vicinity. Figure 6.2 identifies the Green Amenity Areas in Chippenham, with larger scale maps for each Green Amenity Area contained within Annexe 5.</u>	
R22	18	Page 54, Figure 6.2: Designated Local Green Spaces in Chippenham	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend title of Figure 6.2 as follows: 'Each Local Green Space has a more detailed map in Annexe 5' [the renumbered Appendix 9]</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the title of 'Figure 6.2: Designated Local Green Spaces in Chippenham' as follows:</li> </ul> <p>Figure 6.2: Designated Local Green Spaces in Chippenham. <u>Each Local Green Space has a more detailed map in Annexe 5</u></p>	For clarity and accuracy and to meet Basic Condition 1
R23	18	Page 55, Policy GI2 – Local Green Spaces	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Remove from the Policy list and amend the key for and the numbering of the following spaces on the map, and in the new Annexe, all except WW to become 'Green Amenity Areas' (and amend the remaining Local Green Spaces to a sequential numbering on the map and Policy List and in the new Annexe): F, G, H, J, L, O, P, Q, T, U, W, Z, AA, BB, GG, KK, LL, PP, RR., VV, WW.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>From the last paragraph of Policy GI2, delete "and will not be permitted unless it can be clearly demonstrated that it is required to enhance the role and function of that Local Green Space."</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Remove local green spaces from the policy list and amend the numbering of the spaces on the map following their deletion to match the numbering below.</li> <li>Make the following lettered spaces 'Green Amenity Areas' in both figure 6.2 and in new annex 5 Local Green Spaces: F, G, H, J, L, O, P, Q, T, U, W, Z, AA, BB, GG, KK, LL, PP, RR, VV, WW</li> <li>In new annex 5 Local Green Spaces maps update the numbering and classification of local green spaces and green amenity areas</li> <li>Amend the last paragraph of 'Policy GI2 – Local Green Spaces' as below</li> </ul> <p>Policy GI2 – Local Green Spaces</p> <p>The following sites, as shown on Figure 6.2, are designated as Local Green Spaces:</p> <p>A. Monkton Park  B. Baydons Wood, Baydons Meadow &amp; Long Close  C. Charter Road Parkland  D. St. Andrew's Church Graveyard  E. Deansway Allotment  <del>F. Broomfield Open Space</del>  <del>G. Oaklands Open Space</del>  <del>H. Barrow Green &amp; Hill Rise Open Space</del>  <del>I. Saxby Road Open Space</del>  <del>J. Yewstock Crescent Open Space</del></p>	

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			<p><del>G K.</del> Hardenhuish Allotment &amp; Malmesbury Road  <del>L. Brookwell Close Open Space</del>  <del>H M.</del> Hardenhuish Wood  <del>I N.</del> Donkey Field &amp; Hardenhuish Brook  <del>O. Redland Open Space</del>  <del>P. Clifton Close/Boothmead Open Space</del>  <del>Q. Stonelea Close Open Space</del>  <del>J R.</del> John Coles Park  <del>K S.</del> Derriads Pond Open Space  <del>T. Drake Crescent Open Space</del>  <del>U. Allington Way Open Space</del>  <del>L V.</del> Little Battens Park  <del>W. Frogwell Park Open Space</del>  <del>M X.</del> Lords Mead Allotment  <del>N Y.</del> Vincients Wood  <del>Z. Derriads Lane Open Space</del>  <del>AA. Farleigh Close Open Space</del>  <del>BB. Conway Road Open Space</del>  <del>O CC.</del> Thirsk Close Open Space  <del>P DD.</del> Levi's Park  <del>Q EE.</del> Sandown Drive Open Space  <del>R FF.</del> River Avon Open Space  <del>GG. Black Bridge Road Open Space</del>  <del>S HH.</del> Great Mead Open Space  <del>T II.</del> Jordan's Field  <del>U JJ.</del> Pewsham Park  <del>KK. Bolts Croft Open Space</del>  <del>LL. Humbolts Hold/Claypole Mead Open Space</del>  <del>V MM.</del> Wood Lane Children's Play Area  <del>W NN.</del> Blackwellhams Children's Play Area  <del>X OO.</del> Cricketts Lane Allotment  <del>PP. Hardens Close Open Space</del>  <del>Y QQ.</del> Audley Road Children's Play Area</p>	

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			<p><del>RR. Open Space Adjacent to Indoor Bowls Club</del>  <del>Z-SS. Kingsley Road Field</del>  <del>AA-<del>TT</del>. Hungerdown Allotment</del>  <del>BB-<del>UU</del>. Ladyfield Allotment</del>  <del>VV. Ladyfield Road Large Square</del>  <del>WW. Open Space Adjacent to Long Close/ Hardens Mead</del></p> <p>Proposals for built development on these Local Green Spaces must be consistent with policy for Green Belt, <del>and will not be permitted unless it can be clearly demonstrated that it is required to enhance the role and function of that Local Green Space.</del></p>	
R24	19	Page 54, Figure 6.2 Designated Local Green Spaces in Chippenham	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>From Figure 6.2 and the related maps in Annexe 5, remove the footprint of the Church from space D, and from space S remove the whole of the sub-space that is dominated by buildings.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Remove the footprint of the Church from space D and the sub-space dominated by buildings in space S in both Figure 6.2 and in new annex 5 Local Green Spaces</li> </ul>	For clarity and accuracy and to meet Basic Condition 1
R25	19	Following Policy GI2 – Local Green Spaces	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Create a new Policy GI3 (and renumber subsequent Policies accordingly) as follows: 'The areas listed below and identified on Figure 6.2 are recognised as Green Amenity Areas which are integral to the functioning of the residential areas in which they are located and should be retained. Proposals to improve the amenity and recreational value of these areas are supported in principle.'</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>[list here the following areas appropriately renumbered: F, G, H, J, L, O, P, Q, T, U, W, Z, AA, BB, GG, KK, LL, PP, RR., VV.]</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Create a new 'Policy GI3 – Green Amenity Areas', as follows:</li> </ul> <p><b><u>Policy GI3 – Green Amenity Areas</u></b></p> <p><b><u>The areas listed below and identified on Figure 6.2 are recognised as Green Amenity Areas which are integral to the functioning of the residential areas in which they are located and should be retained. Proposals to improve the amenity and recreational value of these areas are supported in principle.'</u></b></p> <p><del>F</del> <b>A.</b> Broomfield Open Space  <del>G</del> <b>B.</b> Oaklands Open Space  <del>H</del> <b>C.</b> Barrow Green &amp; Hill Rise Open Space  <del>J</del> <b>D.</b> Yewstock Crescent Open Space  <del>L</del> <b>E.</b> Brookwell Close Open Space  <del>O</del> <b>F.</b> Redland Open Space  <del>P</del> <b>G.</b> Clifton Close/Boothmead Open Space  <del>Q</del> <b>H.</b> Stonelea Close Open Space  <del>T</del> <b>I.</b> Drake Crescent Open Space  <del>U</del> <b>J.</b> Allington Way Open Space  <del>W</del> <b>K.</b> Frogwell Park Open Space  <del>Z</del> <b>L.</b> Derriads Lane Open Space  <del>AA</del> <b>M.</b> Farleigh Open Space  <del>BB</del> <b>N.</b> Conway Road Open Space  <del>GG</del> <b>O.</b> Black Bridge Open Space  <del>KK</del> <b>P.</b> Bolts Croft Open Space  <del>LL</del> <b>Q.</b> Humbolts Gold/Claypole Mead Open Space  <del>PP</del> <b>R.</b> Hardens Close Open Space</p>	



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			<p><del>RR</del> <del>S.</del> Open Space Adjacent to Indoor Bowls Club  <del>VV</del> <del>T.</del> Ladyfield Road Large Square</p> <ul style="list-style-type: none"> <li>Renumber subsequent Policies accordingly</li> </ul>	
R26	19	Page 57, Figure 6.3 Green Corridors in Chippenham	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend Figure 6.3 as follows:  Delete the yellow shading but instead use green shading where the land is currently recognised open spaces, including the river flood zone as recreation space, but not including agricultural spaces in general.</p> <p>Indicate diagrammatically the strategic corridors using double-headed, hollow arrows each equal in scale; number these corridors to match the numbers in Policy GI3; don't extend the arrows beyond the Neighbourhood Area boundary.</p> <p>Amend the map key to show the green shading as 'Green Corridors' and replace the yellow shading with an illustrative arrow.</p> <p>Move Figure 6.3 to be adjacent to Policy GI3.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Delete the yellow shading currently showing the Strategic Green Corridors and replace with green shading where land is currently recognised open green spaces including the river flood zone as recreation space. Do not include agricultural space in general.</li> <li>Indicate strategic corridors using double ended hollow arrows. Do not extend these arrows beyond the Neighbourhood Area boundary</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<ul style="list-style-type: none"> <li>Amend the map key to reflect these changes, remove 'Neighbourhood' from 'Neighbourhood Green Corridors' as follows:   <del>Neighbourhood</del> Green Corridors</li> <li>Move figure 6.3 to be adjacent to the new Policy GI3</li> </ul>	
R27	20	Page 59, Paragraph 6.54	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 6.54 replace "Neighbourhood Green Corridors" with 'Green Corridors'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 6.54 as follows:</li> </ul> <p>6.54 A number of '<del>Neighbourhood</del> Green Corridors' have also been identified and are shown on Figure 6.3. These tend to be less well connected to the surrounding countryside, less extensive in length, and in some cases more fragmented. Nonetheless they still provide important corridors for the movement of wildlife and humans through the town.</p>	For clarity and accuracy
R28	20	Page 61, Policy GI3 – Green Corridors	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy GI3 - now renumbered as GI4: In the second paragraph replace "remain intact, allowing" with 'allow'. In the third paragraph remove "Neighbourhood". From the fifth paragraph remove the heading "All Green Corridors".</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in 'Policy GI3 – Green Corridors' (now renumbered GI4) as follows:</li> </ul> <p>Policy GI<del>3</del><sup>4</sup>– Green Corridors</p> <p>Strategic Green Corridors</p> <p>The following are identified on Figure 6.3 as Strategic Green Corridors:</p> <ol style="list-style-type: none"> <li>River Avon Corridor</li> <li>Hardenhuish Brook Corridor</li> <li>Railway Line Corridor</li> <li>Wilts &amp; Berks Canal Corridor</li> <li>Chippenham-Calne Corridor</li> </ol> <p>All development located within, or adjacent to, Strategic Green Corridors must be designed to ensure that these Corridors <del>remain intact,</del> allowing for the movement of wildlife and humans between the surrounding countryside and urban area of the town.</p> <p><del>Neighbourhood</del> Green Corridors</p> <p>Figure 6.3 identifies <del>Neighbourhood</del> Green Corridors. Development which takes the opportunities to link Neighbourhood Green Corridors to the surrounding countryside at the Countryside Connection Points identified on Figure 6.3, or to Strategic Green Corridors, will be supported.</p> <p>Development which takes the opportunities to realise or improve the missing links or connections for wildlife within Green Corridors, identified as Link Enhancements on Figure 6.3, will be supported.</p>	

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			<p><del>All Green Corridors</del></p> <p>All development located within, or adjacent to, the Green Corridors identified on Figure 6.3 must be designed to protect and enhance these Corridors by:</p> <ul style="list-style-type: none"> <li>i) Not compromising their integrity and their principal open space use and function for wildlife and biodiversity, visual amenity, flood protection and movement networks</li> <li>ii) Ensuring that wherever possible new open space connects to them</li> <li>iii) Prioritising investment in enhancement of open space and informal recreation, where appropriate</li> <li>iv) Using developer contributions to facilitate improvements to the quality of Green Corridors, including establishing missing links and resolving poor connections within the network</li> <li>v) Avoiding the installation of new lighting where possible. Where it is deemed necessary to install new lighting it should comply with the Institute of Lighting Professionals minimum standards for Environmental Zone E2</li> </ul> <p>New Green Corridors</p> <p>Green and blue infrastructure shall be strategically located along contours and the edges of greenfield development sites to help screen and filter harmful urbanising effects from new development and to avoid the creation of harsh new urban settlement edges fronting countryside.</p> <p>New or improved sustainable transport routes shall be designed to include Green Corridors along their length in a manner that balances safe use by humans and allows free movement for wildlife.</p>	

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R29	21	Page 63, Paragraph 6.68	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Trees, Woodland and Hedgerows": In paragraph 6.68 replace the last sentence with: 'This target of 20% tree canopy cover on new development sites provides the basis for the expectation in Policy GI4.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 6.68 and to take account of renumbered Policy GI4 now Policy GI5, as follows:</li> </ul> <p>6.68 The Urban Forestry and Woodland Advisory Committee Network advise that 'a minimum standard for tree canopy cover is set for a local area, with evidence showing that 20% is a good aspiration.' This target of 20% tree canopy cover on new development sites <b>provides the basis for the expectation in</b> <del>is considered to be realistic and achievable for Chippenham and is set out in Neighbourhood Plan</del> Policy GI5.</p>	For clarity and accuracy and to meet Basic Condition 1
R30	21	Page 64, Paragraph 6.70	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 6.70 replace the last sentence with: 'For these reasons Policy GI4 requires developers to consider separation with care and, as a guide, expects a buffer of at least 15m between the edge of the woodland/tree belt and the development to provide a naturally graded edge to the woodland.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 6.70 as follows:</li> </ul>	For clarity and accuracy and to meet Basic Condition 1

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			<p>6.70 Failure to provide a sufficient distance between existing woodlands or tree belts and new dwellings can result in reduced quality of life for residents due to heavy shading and perceived danger. It can also adversely affect the ecology of the woodland/tree belt, due to dumping of garden rubbish, light and noise pollution and pressure for lopping trees and removing valuable deadwood habitat. For these reasons Policy G15 <u>requires developers to consider separation with care and, as a guide, expects a buffer of at least 15m between the edge of the woodland/tree belt and the development to provide a naturally graded edge to the woodland.</u> <del>applies at least a 20m buffer zone between the edge of the woodland/tree belt and the development to provide a naturally graded edge to the woodland and allow for maintenance access and natural processes of tree death and decay to occur without unnecessary risk to people or property.</del></p>	
R31	21	Page 64, Paragraph 6.73	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 6.73 replace "specify" with 'guide'</p> <p><u>REQUIRED MODIFICATIONS:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 6.73 as follows:</li> </ul> <p>6.73 The Tree Planting Guide, which accompanies Neighbourhood Plan Policy G15 and which can be found in Annexe 4 of the Plan, uses the BTRS to <del>specify</del> <u>guide</u> the number of replacement trees required where tree loss is unavoidable. It also provides guidance on species selection depending on the different characteristics of a site. Where new trees are to be planted, the Guide explains there is a preference for native trees and largecanopied species which provide a wider range of ecological benefits. In addition, the Chippenham community were keen to see an increase in orchard trees for, amongst other things, a local food resource.</p>	For clarity and accuracy and to meet Basic Condition 1

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R32	21	Page 66, Policy GI4 – Trees, Woodlands and Hedgerows	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy GI4 – now renumbered as GI5:            Replace the second paragraph with: 'Development proposals must consider with care the separation between construction and the edge of a woodland or tree belt and it must be satisfactorily demonstrated, through the detailed design process, that the proposal would have no adverse impacts on trees, ecology, people, or property. A buffer zone of at least 15m, consisting of semi-natural habitat, is considered appropriate between new construction and woodland.'            In the third paragraph replace "Development will be supported that takes the opportunities to:" with 'Development proposals should, appropriately to their scale':'.            Replace the content after the heading "Tree Canopy Cover" with:            'Development proposals on sites outside of the town centre and greater than 0.5 ha in size should demonstrate an increase in site tree canopy cover of at least 6%. This will principally be achieved through planting of additional and replacement trees, but where it can be demonstrated that this is impractical, the use of other green infrastructure (e.g. green roofs) can be used to deliver equivalent benefit. On residential development sites, some of this tree canopy cover will be expected to be met through incorporation of new trees within rear gardens.</p> <p>Reference should be made to the advice set out in the Tree Planting Guide (Annexe 4).</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy GI4 – Trees, Woodlands and Hedgerows' (now renumbered Policy GI5) as follows:</li> </ul> <p>Policy GI<del>4</del><b>5</b> – Trees, Woodlands and Hedgerows</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>Existing Trees, Woodlands &amp; Hedgerows</p> <p>Proposals should seek to protect existing trees, woodland and hedgerows and avoid removal wherever possible. Ancient, veteran and mature trees or trees and hedgerows of ecological, arboricultural or amenity value should be retained. Protection before and after development should be in accordance with British Standard BS5837.</p> <p><del>A buffer zone, of at least 20m, consisting of semi-natural habitat, shall be provided between new development (including gardens) and the edge of a woodland or tree belt unless it can be satisfactorily demonstrated, through the detailed design process, that the proposal would have no adverse impacts on trees, ecology, people, or property.</del></p> <p><b><u>Development proposals must consider with care the separation between construction and the edge of a woodland or tree belt and it must be satisfactorily demonstrated, through the detailed design process, that the proposal would have no adverse impacts on trees, ecology, people, or property. A buffer zone of at least 15m, consisting of semi-natural habitat, is considered appropriate between new construction and woodland.</u></b></p> <p>New and Replacement Tree Planting</p> <p>Development <b><u>proposals should, appropriately to their scale</u></b> <del>will be supported that takes the opportunities to:</del></p> <p>a) Incorporate gateway or landmark trees for placemaking purposes b) Deliver new street trees</p>	



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			<p>Where there is an unavoidable loss of trees on site, the number of replacement trees shall have regard to the advice set out in the Tree Planting Guide (Annexe 4).</p> <p>In selecting new or replacement tree species regard shall be had to the advice set out in the Tree Planting Guide – with a preference for native, large-canopied and orchard species.</p> <p>Tree Canopy Cover</p> <p><del>Proposals should demonstrate a future tree canopy cover of at least 20% of the site area on sites outside of the town centre and greater than 0.5 ha in size. This will principally be achieved through retention and planting of trees, but where it can be demonstrated that this is impractical, the use of other green infrastructure (e.g. green roofs) can be used to deliver equivalent benefit. On residential development sites, some of this tree canopy cover will be expected to be met through incorporation of new trees within rear gardens, having regard to the advice set out in the Tree Planting Guide.</del></p> <p><b><u>Development proposals on sites outside of the town centre and greater than 0.5 ha in size should demonstrate an increase in site tree canopy cover of at least 6%. This will principally be achieved through planting of additional and replacement trees, but where it can be demonstrated that this is impractical, the use of other green infrastructure (e.g. green roofs) can be used to deliver equivalent benefit. On residential development sites, some of this tree canopy cover will be expected to be met through incorporation of new trees within rear gardens.</u></b></p> <ul style="list-style-type: none"> <li>Reference the advice set out in the Tree Planting Guide (Annexe 4).</li> </ul>	

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R33	22	Page 67/68, Policy GI5 – Green Buffers and supporting text	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Delete Policy GI5 and its related text</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Delete 'Policy GI5 – Green Buffers' and its supporting text, as follows:</li> </ul> <p><del>Green Buffers</del></p> <p><del>Chippenham Identity Objective 3: Establish green buffers to protect the town's identity by preventing coalescence with surrounding settlements.</del></p> <p><del>6.80 Chippenham has grown significantly in recent decades which has led to urban encroachment into the surrounding countryside. The town's relationship with its surrounding agricultural landscape is a key feature of its character, and the countryside was the fourth most popular reason people liked living in Chippenham according to the results of the Pre-Vision Survey (Appendix 1).</del></p> <p><del>6.81 As the town continues to expand surrounding rural settlements such as Langley Burrell, Tytherton Lucas, Derry Hill, Studley and Notton are at risk of losing their individual identities as Chippenham's built form spreads towards them. This was one of the most important concerns raised by neighbouring parishes during the Neighbourhood Plan Steering Group's early engagement sessions with them.</del></p> <p><del>GREEN BUFFERS: Green buffers, or areas of retained countryside on the urban fringe, have been successfully used in neighbourhood plans for a variety of reasons, including to:</del></p>	Basic Conditions 1 & 3

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			<p><del>• Prevent the coalescence of settlements</del></p> <p><del>• Protect local character and identity</del></p> <p><del>• Protect areas of special landscape and views of countryside</del></p> <p><del>• Protect ecology and areas worthy of environmental conservation</del></p> <p><del>They can have multi-functional benefits for agriculture, biodiversity, leisure and recreation, flood protection, climate change mitigation, and health and wellbeing of the community.</del></p> <p><del>6.82 The proposals in the Wiltshire Local Plan Review (Regulation 18) identify significant levels of new housing land in the countryside to the east of Chippenham, in the direction of Tytherton Lucas, Derry Hill and Studley; and to the south, in the direction of Notton and Lacock. This further encroachment into the surrounding countryside threatens the visual character, historic character (the setting of conservation areas and listed buildings) and social character of Langley Burrell and Tytherton Lucas in particular.</del></p> <p><del>6.83 Core Policy 51 of the Wiltshire Core Strategy, the emerging Local Plan, and Calne Community Neighbourhood Plan all acknowledge the importance of retaining separate identities for the rural settlements and landscape surrounding Chippenham.</del></p> <p><del>6.84 The Langley Burrell Parish Neighbourhood Development Plan (2017) and the Bremhill Parish Neighbourhood Plan (2018) both contain policies which seek to prevent further encroachment from Chippenham's urban fringe. Greenfield land adjacent to Parsonage Way provides important separation between Chippenham and Langley Burrell village (visible in distance)</del></p> <p><del>6.85 The Chippenham Neighbourhood Plan can also play a part in helping to protect the character of surrounding settlements by securing green buffers between them and the urban edge of Chippenham</del></p>	

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			<p><del>where possible to do so. However, where green buffers are arguably most needed, no sizeable areas of land exist for this purpose in the Neighbourhood Area. In most cases it will be up to surrounding parishes and their own neighbourhood plans to establish how green buffers will be promoted in their areas.</del></p> <p><del>6.86 Our Neighbourhood Plan is limited to an expression of support for green buffers, with an exception being the provision of a small green buffer in our Neighbourhood Area between Chippenham and Tytherton Lucas/Langley Burrell.</del></p> <p><del>6.87 The most recent Landscape Character Assessment for Chippenham was prepared in support of the Chippenham Site Allocations Plan (CSAP) 2017. It identified landscape qualities to be safeguarded, indicating the separation to Tytherton Lucas as important. This was reinforced by the CSAP Site Selection Report and the Inspector's Report, the latter noting that one of his most significant concerns with the Rawlings Green site allocation was 'the visual separation of the urban edge of Chippenham from Peckingell Farm and Tytherton Lucas to the north-east and the visual impact of development on the more open landscape of the river valley and more distant views to the east.'</del></p> <p><del>6.88 The approximate 10ha Country Park incorporated around the northern and eastern edges of the Rawlings Green site allocation and referred to in Policies CH2 and CH3 of the CSAP, is important in 'providing a substantial visual buffer between the developed area and Peckingell Farm' (as noted by the Inspector in his Report). The sixth bullet point of Policy CH2 of the CSAP reinforces the need to protect the open character of these areas, stating 'no new buildings should be located in the Country Park unless they are ancillary to the use of the Country Park, or to the east of the 50m contour.' The Green Buffer site provides important visual separation between the future urban</del></p>	

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			<p><del>edge of Chippenham and hamlet of Peckingell (Grade II Listed Upper Peckingell Farm can be seen in distance when looking north east from the Green Buffer site)</del></p> <p><del>6.89 In order to reinforce Policies CH2 and CH3 of the CSAP and prevent coalescence of Chippenham with Langley Burrell, Tytherton Lucas and the hamlet of Peckingell, Neighbourhood Plan Policy G15 secures a green buffer on two fields, which have been allocated as part of the Country Park in the CSAP. The extent of this green buffer is identified on Figure 6.4.</del></p> <p><del>6.90 Neighbourhood Plan Policy G15 complements Neighbourhood Plan Policy G13 (Green Corridors) because land which is identified as a green buffer also forms part of the River Avon Strategic Green Corridor. However, the function and purpose of these two policies are materially different.</del></p> <p><del>Policy G15 — Green Buffers</del></p> <p><del>No new buildings, unless ancillary to the use and function of open space, shall be located in the Green Buffer identified on Figure 6.4 in order to prevent the coalescence of Chippenham with Langley Burrell, Tytherton Lucas and Peckingell.</del></p> <ul style="list-style-type: none"> <li>• Delete the photos, captions and 'Figure 6.4: Green Buffer in Chippenham' associated with 'Policy G15 – Green Buffers'</li> </ul>	
R34	24	Page 70, Paragraph 7.3	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "7. Housing": Reword paragraph 7.3 as follows: 'The Wiltshire Local Plan Review (Pre-Submission Draft, September 2023) indicates that the emerging strategy for 2020–2038 for Chippenham has an overall housing requirement of 5850 dwellings,</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p>which, after accounting for existing allocations, completions and permissions, would leave a residual requirement of 2090 dwellings to plan for.<sup>80</sup> In addition to this, a 'neighbourhood area designation' requirement of 200 dwellings is given for Chippenham.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 7.3 as follows:</li> </ul> <p>7.3 The Wiltshire Local Plan Review (<del>Regulation 18 Pre-Submission</del> <del>Draft, January September</del> 2024<del>3</del>) indicates<del>d</del> that the emerging strategy for 20<del>20</del><del>16</del>–203<del>8</del><del>6</del> for Chippenham has<del>d</del> an overall housing requirement of <del>5850</del> <del>9225</del> dwellings, which, after accounting for existing allocations, completions and permissions, <u>would leave left</u> a residual requirement of <del>5400</del> <u>2090</u> dwellings to plan for.<sup>80</sup> In addition to this, a '<b>neighbourhood area designation</b>' <b>requirement of 200 dwellings is given for Chippenham.</b> <del>'brownfield target' for 2024–2031 of an additional 240 dwellings was included as an estimated amount of development that would come forward in the first part of the Plan period.</del></p>	
R35	24	Page 70, Paragraph 7.4	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within paragraph 7.4 delete "and less by speculative market demand".</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 7.4 as follows:</li> </ul> <p>7.4 Whilst the Neighbourhood Plan cannot influence strategic housing numbers, where it is determined that new housing is required for Chippenham it intends to achieve this housing according to evidence</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			of local need and design expectations, <del>and less by speculative market demand.</del>	
R36	24	Page 73, Policy H1 – Housing Mix and Types	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy H1: Move the second paragraph to become the first and reword as follows:            'Individual site circumstances, changes in local need and local authority priorities or achieving development viability may dictate variations from the guide figures below, in which case proportionate evidence shall be submitted to justify each variation.'</p> <p>In the new second paragraph amend the tabulation to show:            'Market Housing 60%            Affordable Housing 40% within which:            • 70% affordable housing for rent            • 25% First Homes            • 5% shared ownership'            In the fourth paragraph replace "10" with 'some'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy H1 – Housing Mix and Types' as follows:</li> </ul> <p>Policy H1 – Housing Mix and Types</p> <p><del>Where individual site circumstances, updated evidence of change in local need and local authority priorities or achieving development viability may dictate variations from the guide figures below, in which case proportionate evidence shall be submitted to justify each variation. or development viability dictates a variation from these figures, robust evidence shall be submitted to justify this variation. Affordable housing units will be dispersed throughout a development</del></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><del>and units shall be physically indistinguishable from the equivalent market units in terms of quality and size.</del></p> <p>Proposals for 10 or more dwellings will be expected to provide:</p> <p><b>Market Housing</b> 60% <del>market housing</del>  <b>Affordable Housing 40% within which</b> <del>28% affordable housing for rent</del></p> <ul style="list-style-type: none"> <li>• <b>70% affordable housing for rent</b> <del>10% First Homes</del></li> <li>• <b>25% First Homes</b></li> <li>• <del>25%</del> shared ownership</li> </ul> <p><del>Where individual site circumstances, updated evidence of local need or development viability dictates a variation from these figures, robust evidence shall be submitted to justify this variation. Affordable housing units will be dispersed throughout a development and units shall be physically indistinguishable from the equivalent market units in terms of quality and size.</del></p> <p>The following dwelling size mix shall be used as a guideline within which a range of sizes will also be provided as part of the affordable housing offer:</p> <ul style="list-style-type: none"> <li>• 10% One bedroom</li> <li>• 30% Two bedrooms (of which <del>40</del> <b>some</b> shall be bungalows)</li> <li>• 40% Three bedrooms (of which <del>40</del> <b>some</b> shall be bungalows)</li> <li>• 5% Four bedrooms</li> <li>• 15% Five or more bedrooms</li> </ul> <p>Proposals for specialist housing for older people will be supported where a need can be demonstrated.</p>	



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			Major development schemes will be expected to demonstrate that consideration has been given to self-build and custom plots as part of the housing mix.	
R37	24	Annexe 1 – Chippenham Design Guide, Page 25, Section Three	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Annexe 1 Chippenham Design Guide: On page 25 add a new paragraph 2 as follows (and renumber subsequent paragraphs accordingly): 'On smaller sites/infill/Conservation Area, new housing should be designed to assimilate with existing housing. However, on larger sites or those which have few positive qualities to draw upon (e.g. greenfield sites) a contemporary approach should be taken and a new identity for the development centred around future sustainable lifestyles could be sought. In either scenario, natural and high-quality reconstituted stone is recommended as the defining local material.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>• Add a new paragraph '2.' on page 25 of Annexe 1 – Chippenham Design Guide, Page 25, Section Three as follows:</li> </ul> <p><b><u>2. On smaller sites/infill/Conservation Area, new housing should be designed to assimilate with existing housing. However, on larger sites or those which have few positive qualities to draw upon (e.g. greenfield sites) a contemporary approach should be taken and a new identity for the development centred around future sustainable lifestyles could be sought. In either scenario, natural and high-quality reconstituted stone is recommended as the defining local material.</u></b></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<ul style="list-style-type: none"> <li>Renumber subsequent paragraphs due to the addition of this new paragraph '2.'</li> </ul> <p><del>23.</del> <del>34.</del> Etc...</p>	
R38	25	Annexe 1 – Chippenham Design Guide, Page 26, Masterplanning box	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 26 in the box headed “Masterplanning” delete the last line: “The Guide applies equally to smaller windfall developments in the Neighbourhood Plan period”.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the last paragraph in the ‘Masterplanning’ box as follows:</li> </ul> <p>This Design Guide sets out masterplanning principles for strategic housing development that may be allocated by the Wiltshire Local Plan Review, and which will continue to add to Chippenham’s housing supply. <del>The Guide applies equally to smaller windfall developments in the Neighbourhood Plan period.</del></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R39	25	Annexe 1 – Chippenham Design Guide, Page 27, Element 9	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 27 in element 9 add ‘generally’ to the suggested block height restriction.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend element 9 in ‘Annexe 1 – Chippenham Design Guide’ (to be renumbered) as follows:</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			Apartment blocks should be provided in higher density locations but shall not <b>generally</b> exceed 4 storeys in height above ground level. They may have subterranean parking and bin storage.	
R40	25	Annexe 1 – Chippenham Design Guide, Page 27, Element 11	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In element 11 in the sentence “School provision is to be considered by the local authority” replace “by” with ‘with’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend element 11 in ‘Annexe 1 – Chippenham Design Guide’ (to be renumbered) as follows:</li> </ul> <p>11. School provision is to be considered <del>by</del> <b>with</b> the local authority and where included within a masterplan shall be built and be operational before at least 50% of the development is occupied. This is so that necessary infrastructure is in place in a timely manner and at the start of the formation of the new community.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R41	25	Annexe 1 – Chippenham Design Guide, Page 34, Point I.	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 34 delete the comma in the phrase “A limited number of public car parking spaces, with electric vehicle charging”.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend point ‘I.’ on page 34 of ‘Annexe 1 – Chippenham Design Guide’, by deleting comma, as follows:</li> </ul> <p>A limited number of public car parking spaces; with electric vehicle charging.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R42	25	Annexe 1 – Chippenham Design Guide, Page 44, F3 element a	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 44: Provide the source reference for LTN 1/20: <a href="http://www.gov.uk/government/publications/cycleinfrastructure-design-ltn-120">www.gov.uk/government/publications/cycleinfrastructure-design-ltn-120</a></p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Provide a <b>source reference</b> for element 'a' of 'F3' on page 44 of 'Annexe 1 – Chippenham Design Guide' as follows: <ul style="list-style-type: none"> <li>a. For cycle paths, designed according to the principles and standards of Local Transport Note (LTN, <a href="http://www.gov.uk/government/publications/cycleinfrastructure-design-ltn-120">www.gov.uk/government/publications/cycleinfrastructure-design-ltn-120</a>) 1/20 and in accordance with Neighbourhood Plan Policy T1. Paths for cyclists and pedestrians shall be clearly segregated from one another, and from motorised traffic on urban streets.</li> </ul> </li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R43	25	Annexe 1 – Chippenham Design Guide, Page 44, Paragraph F5	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Delete the last sentence of Paragraph F5, referring to a 'densely spaced network'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph F5 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>F5. Within larger sites it will be necessary to plan a network of cycle routes that connect all parts of the development. <del>The opportunity of designing a wholly new highway network means there should be a presumption in favour of providing a densely spaced network.</del></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R44	25	Annexe 1 – Chippenham Design Guide, Page 44, Paragraph F8, element d	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>With regard to point d) of Paragraph F8, amend to 'On new bus routes there should be sufficient carriageway width to allow buses travelling in opposite directions to pass each other without needing to give way.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend element 'd' of paragraph 'F8' in 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>d. On new bus routes, <del>kerbside parking restrictions should be implemented to ensure that</del> there <del>should be</del> <del>is always</del> sufficient carriageway width to allow buses travelling in opposite directions to pass each other without needing to give way.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R45	25	Annexe 1 – Chippenham Design Guide, Page 46, caption of top picture	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 46 amend the picture caption to: 'New housing development should aim to deliver bus services which connect to key public transport hubs such as Chippenham Railway Station.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the caption to the top picture on page 46 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>New housing development should <u>aim to</u> deliver <del>frequent</del> bus services which connect to key public transport hubs such as Chippenham Railway Station</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R46	25	Annexe 1 – Chippenham Design Guide, Page 49, Paragraph 1	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 49 amend the note that “New housing development will be expected to comply with the standards and provisions of that policy” by deleting “standards and”.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the first paragraph on page 49 of ‘Annexe 1 – Chippenham Design Guide’ as follows:</li> </ul> <p>Chippenham's housing types and sizes are mixed throughout, and this is highly valued by the community. It is important that future housing development continues to provide design that enables all members of the community to have equal access to a good quality environment. New houses shall allow for people to remain in them for their lifetimes and shall therefore anticipate changes in resident's mobility and be warm, comfortable and manageable avoiding the need for subsequent modification. The types and sizes of housing (housing mix) for Chippenham is set out in Neighbourhood Plan Policy H1. New housing development will be expected to comply with the <del>standards and</del> provisions of that policy.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R47	25	Annexe 1 – Chippenham Design Guide, Page 50, Paragraph 13 and page 55, Paragraph J1	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 50 (and also page 55): Merge the elements:  “a. Energy generation which shall meet all or most of the demand created.  b. Battery storage on each estate that has sufficient capacity to retain unused locally generated energy for later use by residents. This can either be within individual dwellings or for groups of dwellings.” To become a new a. as follows: ‘Renewable energy installation(s)’.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the listings under paragraph 13 on page 50 and paragraph J1 on page 55 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>a. <b>Renewable energy installation(s)</b> <del>Energy generation which shall meet all or most of the demand created.</del></p> <p><del>b. Battery storage on each estate that has sufficient capacity to retain unused locally generated energy for later use by residents. This can either be within individual dwellings or for groups of dwellings.</del></p> <p><del>b</del>e. Electric vehicle charging infrastructure, in accordance with Neighbourhood Plan Policy T3.</p> <p><del>c</del>d. Superfast broadband.</p> <p><del>d</del>e. On-plot external storage for houses i.e. a shed or garage space for safe storage of bicycles.</p> <p><del>e</del>f. Safe communal cycle storage areas for flats/ apartments.</p> <p><del>f</del>g. Rear gardens of a regular shape, and a size that is at least equal to the ground floor footprint of the dwelling and which can therefore accommodate space to grow food, garden shed/cycle store, water butt, rotary clothes line, sitting out area table/chairs, play space for children, space for refuse bins and tree planting.</p> <p><del>g</del>h. Reuse of rainwater for gardens and toilets.</p>	
R48	25	Annexe 1 – Chippenham Design Guide, Page 55, Paragraph J5	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 55 delete: "The land shall be kept in a tidy and pleasant state until take-up and be capable of being connected to necessary utilities. The use class of the land will be expected to remain as such in the future."</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph J5 on page 55 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>J5. Where employment land is provided as part of a development scheme, the scheme should include shipping containers or similar sized units to enable business start-ups or incubator units to become established, in accordance with Neighbourhood Plan Policy E2. Such shipping containers or units will be suitably modified, carefully sited and landscaping will be incorporated to ensure that they do not compromise visual amenity. <del>The land shall be kept in a tidy and pleasant state until take-up and be capable of being connected to necessary utilities. The use class of the land will be expected to remain as such in the future.</del></p>	
R49	25	Annexe 1 – Chippenham Design Guide, Page 56, Paragraph K1	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Replace the last sentence of K1 with: 'It is important that design quality is not diminished as a permission is implemented, amended, or through discharge of conditions.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in K1 on page 56 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>K1. The architecture and materials of new development shall contribute to local distinctiveness by using the guiding principles set out in Paragraph 56 of the National Design Guide, which help to reinforce the existing character and identity of the place. 'Looka-like' and standardised house types will not be tolerated. <del>The design of schemes should be architect-led from conception through to</del></p>	For clarity and accuracy and to meet Basic Conditions 1 & 3



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			<del>construction to ensure that was is delivered on site is not 'dumbed down' or value engineered.</del> <b><u>It is important that design quality is not diminished as a permission is implemented, amended, or through discharge of conditions.</u></b>	
R50	25	Annexe 1 – Chippenham Design Guide, Page 56, Paragraph K8	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Replace the last sentence of K8 with; 'Blank side elevations on to the public realm should be avoided and houses should properly turn corners with active frontages on to the public realm including at least two significant 'habitable' room openings at ground and first floor.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend K8 on page 56 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>K8. The quality of each building shall be similar on all faces and not only on the street face. Blank side elevations on to the public realm <b><u>should be avoided</u></b> <del>will not be acceptable</del> and houses should properly turn corners with active frontages on to the public realm including at least two significant <del>sized</del> 'habitable' room openings at ground and first floor.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R51	26	Annexe 1 – Chippenham Design Guide, Page 58, Paragraph K10	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 58 within K10 retain only the first sentence and add a footnote reference to: <a href="https://relondon.gov.uk/resources/guide-sourcing-reclaimedconstruction-materials">https://relondon.gov.uk/resources/guide-sourcing-reclaimedconstruction-materials</a></p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add a footnote reference to K10 on page 58 of 'Annexe 1 – Chippenham Design Guide'</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R52	26	Annexe 1 – Chippenham Design Guide, Page 59, Paragraph L4	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 59 within L4 replace the second sentence with: 'Any proposals to depart from the approved Masterplan should demonstrate that the original proposal is no longer deliverable or that a better and more sustainable solution is offered.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph L4 on page 59 of 'Annexe 1 – Chippenham Design Guide' as follows:</li> </ul> <p>L4. Reserved matters applications, Section 73 applications and proposed changes to development will be expected to adhere to the provisions of the site masterplan approved under the outline planning permission. <del>Departures will only be allowed where it can be demonstrated that the original proposal is no longer deliverable or where a better and more sustainable solution is offered.</del> <b><u>Any proposals to depart from the approved Masterplan should demonstrate that the original proposal is no longer deliverable or that a better and more sustainable solution is offered.</u></b> Departures must be fully justified and shall be widely consulted upon.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R53	26	Page 77, Policy H2 – Housing Design	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy H2 for the reference to "Building for a Healthy Life" provide a footnote source reference: www.udg.org.uk/publications/othermanuals/building-healthy-life</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Provide a <b>footnote source</b> reference to 'Building for a Healthy Life' in 'Policy H2 – Housing Design'</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R54	26	Page 79, Paragraph 8.14	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "8. Town Centre": In paragraph 8.14 amend the final sentence to replace "wider secondary retail frontage area" with 'defined town centre boundary'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 8.14 as follows:</li> </ul> <p>8.14 Chippenham town centre boundary is defined in the Wiltshire Core Strategy, with the boundaries for Saved Policies R1 (Town Centre Primary Frontage) and R2 (Town Centre Secondary Frontage) shown on the policies map. The town centre boundary is being reviewed as part of the Wiltshire Local Plan Review. For the purposes of the Neighbourhood Plan, the <del>wider secondary retail frontage area</del> <b>defined town centre</b> boundary, identified within the Wiltshire Retail and Town Centres Study 2020, will be used. This is shown on Figure 8.1.</p>	For clarity and accuracy and to meet Basic Conditions 1
R55	26	Page 89, Policy TC1 – Bath Road Car Park/Bridge Centre Site	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Create a new Annexe 6 and remove the 12 elements of Policy TC1 and related Figure 8.2 to that with a new introduction of: 'As a basis for discussion with prospective developers the following Design Brief parameters suggest ways in which the Bath Road Car Park/Bridge Centre Site might successfully be developed for the benefit of Chippenham Town Centre, subject to viability assessments.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend Policy TC1 – Bath Road Car Park/Bridge Centre Site as follows:</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1

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			<p>Policy TC1 – Bath Road Car Park/Bridge Centre Site</p> <p><del>1. Zone for built development (does not represent building footprint)</del></p> <ul style="list-style-type: none"> <li><del>• Built development of 2–4 storeys in height and not to exceed the height of the tallest neighbouring building</del></li> <li><del>• Accommodate one or more of the following uses: large retail unit, office headquarters, hotel, or multi-storey public car park</del></li> <li><del>• Building(s) shall:</del> <ul style="list-style-type: none"> <li><del>• Be a landmark feature to reflect gateway status to the town centre</del></li> <li><del>• Have active and attractive frontages to the public realm</del></li> <li><del>• Use a contemporary architectural style if desired, whilst still reflecting the material palette of other buildings on the site and nearby</del></li> </ul> </li> </ul> <p><del>2. Zone for built development (does not represent building footprint)</del></p> <ul style="list-style-type: none"> <li><del>• Built development of 2–3 storeys in height</del></li> <li><del>• Accommodate one or more of the following uses: ground floor retail units, restaurants, cafes or bars, or upper floor residential apartments</del></li> <li><del>• Building(s) shall:</del> <ul style="list-style-type: none"> <li><del>• Reinstate building line to Bath Road</del></li> <li><del>• Be dual aspect, with entrances and windows on to both Bath Road and the public square (Zone 4)</del></li> <li><del>• Use a traditional architectural style, including a pitched roof, to reflect historic local vernacular</del></li> <li><del>• Use Bath Stone as the predominant facing material to reflect local vernacular and robustness</del></li> <li><del>• Incorporate large, vertical, glazed elements/ windows to reflect fenestration on Bank House/Avonbridge House/Citadel Hall</del></li> <li><del>• Use vertical elements and/or change of materials to reflect verticality of local buildings and help to break up massing of any new building(s)</del></li> <li><del>• Provide a significant gap to Bank House in order to respect the setting of this listed building</del></li> </ul> </li> </ul>	

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			<p><del>3. Zone for built development (does not represent building footprint)</del></p> <ul style="list-style-type: none"> <li><del>• Built development up to 2 storeys in height</del></li> <li><del>• Accommodate low-cost, flexible E-Class units, with small floor areas. These could include: niche/ independent retail and pop-up shops; restaurants, cafes or bars; workshops; incubator units; arts or community uses.</del></li> <li><del>• Building(s) shall:</del> <ul style="list-style-type: none"> <li><del>• Have an active frontage on to the public square (Zone 4)</del></li> <li><del>• Use a contemporary architectural style that reflects the use of the building(s) e.g. shipping containers or prefabricated units to accommodate flexible uses</del></li> </ul> </li> </ul> <p><del>4. New public square to anchor the development and be safe, attractive and accessible to all.</del></p> <p><del>It shall:</del></p> <ul style="list-style-type: none"> <li><del>• Incorporate a focal point/meeting place. This could take the form of a single storey bespoke building to accommodate a café or community use, or a pavilion, water feature, or public art installation</del></li> <li><del>• Use high quality hard landscaping materials, street furniture, soft landscaping and trees to provide an attractive environment</del></li> <li><del>• Incorporate public art to provide a distinctive identity to the public square</del></li> <li><del>• Incorporate public cycle storage facilities</del></li> </ul> <p><del>5. Extension and enhancement of existing green space for biodiversity</del></p> <p><del>6. Public realm and highway improvements to create shared space for pedestrians/vehicles on Bath Road and The Bridge, and new street trees.</del></p> <p><del>7. Surface car parking/delivery areas accessed off Ivy Lane to provide drop-off, disabled parking, delivery and access to rear of Foghamshire properties</del></p>	

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			<p><del>8. Highway works to close up eastern side of gyratory and downgrade remaining highway to two-way traffic, using mini roundabouts if appropriate. Inclusion of segregated cycleway to link in to surrounding cycleways and quiet streets</del></p> <p><del>9. Demolition of No. 13 The Bridge to provide pedestrian link from the site to The Bridge</del></p> <p><del>10. Sight line created between the Town Bridge and new public square</del></p> <p><del>11. Opportunity for opening up of culvert</del></p> <p><del>12. Opportunity to restore Arthur's Well</del></p> <ul style="list-style-type: none"> <li>• Delete Figure 8.2 from page 88</li> <li>• Create a new annexe 6 with the 12 deleted elements from Policy TC1 – Bath Road Car Park/Bridge Centre Site and the deleted Figure 8.2</li> <li>• Use the following text as the introduction to the newly created annexe 6</li> </ul> <p><b><u>As a basis for discussion with prospective developers the following Design Brief parameters suggest ways in which the Bath Road Car Park/Bridge Centre Site might successfully be developed for the benefit of Chippenham Town Centre, subject to viability assessments.</u></b></p>	

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R56	26	Page 88, Figure 8.2: Parameters Plan for Bath Rd Car Park/Bridge Centre Site	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend the key to the Figure to remove references to Policy TC1.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the key to 'Figure 8.2: Parameters Plan for Bath Rd Car Park/Bridge Centre Site' to remove references to Policy TC1. Ensure the Figure is part of the newly created annexe 6.</li> </ul> <p>Key</p> <p>Listed buildings Buildings to be demolished Existing mature trees (indicative location) Hardenhuish Brook (open section) Proposed Development zone <del>(refer to 1 in Policy TC1)</del> Development zone <del>(refer to 2 in Policy TC1)</del> Development zone <del>(refer to 3 in Policy TC1)</del></p>	For clarity and accuracy and to meet Basic Conditions 1
R57	26	Page 89, Policy TC1 – Bath Road Car Park/Bridge Centre Site	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend element 9 of the Brief to read: 'Provide a pedestrian link from the site to The Bridge'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend element 9 of the text currently in 'Policy TC1 – Bath Road Car Park/Bridge Centre Site' (to be moved to the newly created annexe 6 as follows:</li> </ul> <p>9. <del>Demolition of No. 13 The Bridge to p</del><u>Provide pedestrian link from the site to The Bridge</u></p>	For clarity and accuracy and to meet Basic Condition 1

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R58	27	Page 89, Policy TC1 – Bath Road Car Park/Bridge Centre Site	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Move the content of the Design Principles box to sit under the introductory sentence in Policy TC1.</p> <p>Replace Figure 8.2 with a simplified map showing in outline the two areas referenced in the title and removing the “Proposed” element of the key.</p> <p>In the introductory sentence of Policy TC1 replace “in accordance with the General Design Principles for the Site and the following parameters as shown on Figure 8.2” with ‘in accordance with the following General Design Principles for the Site and having regard to the exemplar Design Brief parameters as shown at Annexe 2’.</p> <p>Within the Design Principles merge L, M &amp; N under new introductory words as follows: ‘Achieve a biodiversity net gain and:’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Move the content of the ‘General Design Principles for the Site’ on page 86 and page 87 to sit under the remaining amended introductory sentence in ‘Policy TC1 – Bath Road Car Park/Bridge Centre Site’ as follows:</li> </ul> <p>Policy TC1 – Bath Road Car Park/Bridge Centre Site</p> <p>Development proposals on the Bath Road Car Park/Bridge Centre Site will be supported where they are accompanied by an up to date masterplan and/or development brief which has been prepared in accordance with the <b>following</b> General Design Principles for the Site <b>and having regard to the exemplar Design Brief</b> <del>the following</del> parameters as shown <b>at Annexe 2</b> <del>on Figure 8.2:</del></p>	For clarity and accuracy and to meet Basic Condition 1



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			<p>A. Bridge Centre and Bath Road Car Park sites shall be amalgamated into a single larger site (phased or not) by rearranging/ downgrading the gyratory</p> <p>B. The site shall become an extension of the town centre, but have its own unique identity imparted by its uses and architecture</p> <p>C. A new public square shall anchor the development and shall provide multifunctional space for town centre activities, a meeting place, and an attractive environment in which the public can enjoy spending time</p> <p>D. New buildings shall introduce a finer urban grain to the site to reflect that of the historic town centre. New development shall respond positively to the guidance in Character Area 6, and where appropriate Character Area 7, of the Chippenham Conservation Area Character Appraisal (Annexe 2 of this Plan)</p> <p>E. The site shall provide greater permeability and connectivity between the town centre (both north and south of the River) and suburbs adjoining to the west through the creation of new pedestrian routes, segregated cycleways which link to surrounding cycleways and quiet streets, and sight lines</p> <p>F. New development on the site shall respect the setting of the Grade II Listed Bank House, Grade II Listed Avonbridge House, and other adjoining non-designated heritage assets, such as Citadel Hall</p> <p>G. A mix of uses, which complement existing town centre uses, shall be provided on the site to ensure flexibility, viability and longevity</p> <p>H. A common, high quality, material palette shall be used throughout, featuring Bath Stone as the predominant facing material. Architectural</p>	

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			<p>styles of individual buildings can vary, with more traditional styled buildings to front Bath Road</p> <p>I. Storage, waste, servicing and facilities on the site shall be accessible and well- integrated into the design of streets, spaces and buildings from the outset to minimise visual impact, unsightliness and avoid clutter</p> <p>J. New buildings on the site shall be designed to be net zero carbon</p> <p>K. New buildings and spaces on the site shall be designed and planned for long-term stewardship and shall be easily adaptable</p> <p>L. <b><u>Achieve a biodiversity net gain and:</u></b> Existing Category A and B trees shall be retained on the site. <b><u>Where possible, SuDS shall be incorporated within the development to ensure sustainable drainage and improve resilience to flooding. New trees and high quality soft landscaping shall be incorporated throughout the development to improve biodiversity and provide an attractive environment in which the public will enjoy spending time</u></b></p> <p><del>M. Where possible, SuDS shall be incorporated within the development to ensure sustainable drainage and improve resilience to flooding</del></p> <p><del>N. New trees and high quality soft landscaping shall be incorporated throughout the development to improve biodiversity and provide an attractive environment in which the public will enjoy spending time</del></p> <p><b><u>MO.</u></b> Where possible, covered over water features on the site shall be revealed/restored for place making purposes, enhancing the significance of heritage assets, and increasing biodiversity</p>	

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			<p><b>NP.</b> Existing public toilets on the site shall be replaced, preferably on-site, or at an off-site location within the same area of the town centre</p> <p><b>QQ.</b> Public realm and highway improvements shall give greater priority to pedestrians and cyclists. This may include shared space and/or segregated cycleways, subject to traffic assessments, and new street tree planting</p> <ul style="list-style-type: none"> <li>Replace Figure 8.2 with a simplified map showing in outline the two areas referenced in the title and removing the "Proposed" element of the key.</li> </ul>	
R59	27	Page 87, Paragraphs 8.38 and 8.39	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Revise paragraphs 8.38 and 8.39 to appropriately reference the Annexe 2 for the content of the Brief parameters.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Revise paragraphs 8.38 and 8.39 to appropriately reference Annexe 2 for the content of the 'Brief parameters'.</li> </ul>	For clarity and accuracy and to meet Basic Condition 1
R60	27	Page 95, Policy TC2 – River Green Corridor Masterplan	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Reword Policy TC2 as follows bringing the annotation of Figure 8.3 into line with the Policy numbering:</p> <p>'Development proposals in the River-Green Corridor area will be supported where they accord with the Masterplan shown on Figure 8.3 and demonstrate regard, subject to overall viability assessments, to the following Design Principles:</p> <p>A. Proposals must enhance the River Avon corridor as a defining</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p>connecting feature in the revitalisation of Chippenham Town Centre whilst recognising the environmental sensitivity of the River Avon Strategic Green Corridor and achieving a biodiversity net gain.</p> <p>B. All development proposals on the River Avon frontage, or public/semi-public spaces with a functional connection to the River Avon, should demonstrate:</p> <ul style="list-style-type: none"> <li>i) active frontages;</li> <li>ii) through photo-visuals, that the frontages, including any balconies and terraces, are of the highest quality design and will provide a pleasing backdrop for the River when viewed from the opposite bank;</li> <li>iii) that flood resistance and resilience measures are integrated within the construction although any walls facing the river frontage should, where feasible, allow the development behind to be viewed from the opposite bank;</li> <li>iv) improved pedestrian and cycle routes alongside the River between the Town Bridge and Gladstone Road, including, subject to feasibility, re-routing or improving the Avon Path to limit the risk from flooding and provide year-round access in the vicinity of Gladstone Road Bridge.</li> </ul> <p>C. In relation to Town Bridge development proposals should:</p> <ul style="list-style-type: none"> <li>i) consider replacement of the Town Bridge with a new bridge which enhances the significance of Chippenham Conservation Area;</li> <li>ii) provide means to help wildlife to move over, under or through the Town Bridge, such as a wildlife underpass and/or improved landscaping of banks;</li> <li>iii) examine the feasibility of providing shared space on the Town Bridge to improve the pedestrian experience and public realm.</li> </ul> <p>D. Proposals to redevelop Emery Gate Shopping Centre, should</p> <ul style="list-style-type: none"> <li>i) remain within its existing curtilage, with existing High Street facades retained, and with uses that continue to underpin the vitality and viability of the Town Centre;</li> <li>ii) include predominantly for uses in Class E on the ground floor facing on to the River;</li> <li>iii) retain a public car parking area located and designed to ensure that</li> </ul>	

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			<p>it is not visible from Monkton Park or, as far as practicable, from other surrounding areas of public domain;</p> <p>iv) relocate the current vehicular access to the car park/service yard from the Town Bridge in order to resolve the traffic pinch point and improve public realm/access for pedestrians to Monkton Park.</p> <p>E. The inclusion at the north end of the High Street of a 2–3 storey high, quality landmark building in Bath Stone with active street and river frontages.</p> <p>F. The riverside downstream of Gladstone Road to be enhanced for biodiversity, whilst providing attractive open space for the community to enjoy.</p> <p>G. Replacement or removal of the radial gate weir in a manner that improves biodiversity and reduces flood risk; opportunities to provide renewable energy at any replacement weir structure should be embraced.</p> <p>H. The creation of section(s) of level public access to the River within Monkton Park.</p> <p>I. Retention of the Olympiad site for public indoor sport, recreation or fitness uses. Any new building fronting onto Monkton Park to be designed to be sympathetic to the parkland setting and to enhance the significance of Chippenham Conservation Area.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Reword 'Policy TC2 – River-Green Corridor Masterplan', as follows:</li> </ul> <p>Policy TC2 – River-Green Corridor Masterplan</p> <p><del>Proposals will be supported where they contribute towards enhancing the River Avon as a defining connecting feature in the revitalisation of Chippenham Town Centre, whilst also protecting and enhancing the function of the River Avon Strategic Green Corridor.</del></p>	

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			<p><del>Development in the River Green Corridor area will be supported in accordance with the Masterplan shown on Figure 8.3 and where it meets the following objectives:</del></p> <p><del>A. Proposals to redevelop Emery Gate Shopping, within its existing curtilage, with existing High Street facades retained, and with uses that continue to underpin the vitality and viability of the town centre, will be supported subject to compliance with the design principles I-M.</del></p> <p><del>B. Improved pedestrian and cycle routes alongside the River, between the Town Bridge and Gladstone Road, will be provided by adjacent major developments or developer contributions associated with these developments, in order to meet any increase in active travel demand to/from these developments. The feasibility of re-routing or improving the Avon Path to limit the risk from flooding and provide year round access in the vicinity of Gladstone Road Bridge will be explored.</del></p> <p><del>C. Demolition of No. 1 High Street and redevelopment as a 2-3 storey high quality landmark building with active street and river frontages will be supported. Bath Stone as a prevalent facing material will be required.</del></p> <p><del>D. The riverside downstream of Gladstone Road will be enhanced for biodiversity, whilst providing attractive open space for the community to enjoy.</del></p> <p><del>E. Replacement or removal of the radial gate weir in a manner that improves biodiversity and reduces flood risk will be supported. Opportunities should be explored to provide renewable energy at any replacement weir structure.</del></p>	

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			<p><del>F. The creation of section(s) of level public access to the River within Monkton Park will be supported.</del></p> <p><del>G. The Olympiad site will be retained for public indoor sport, recreation or fitness uses. The demolition of the existing building and redevelopment of the site to retain these uses will be supported, providing that any new building frontages on to Monkton Park are designed to be sympathetic to the parkland setting and enhance the significance of Chippenham Conservation Area.</del></p> <p><del>H. Proposals which help wildlife to move over, under or through the Town Bridge, such as a wildlife underpass and/or improved landscaping of banks, will be supported. The feasibility of providing shared space on the Town Bridge will be explored to improve the pedestrian experience and public realm. Proposals for the replacement of the Town Bridge with a new bridge which enhances the significance of Chippenham Conservation Area will also be supported.</del></p> <p><del>All development on the River Avon frontage, or public/semi-public spaces with a functional connection to the River Avon, within the Masterplan area, will be required to demonstrate conformity with the following design principles:</del></p> <p><del>I. Active frontages will be required for any development facing the river corridor. Passive uses such as loading, parking, blank walls and tall/visually impermeable fencing on river facing frontages will be resisted.</del></p> <p><del>J. Design and Access Statements shall demonstrate, through photo-visuals, that the frontages of development proposals facing the River are of the highest quality design and will provide a pleasing backdrop for the River when viewed from the opposite bank.</del></p>	

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			<p><del>K. For any redevelopment of Emery Gate Shopping Centre, ground floor active frontages in Use Class E will be required facing on to the River.</del></p> <p><del>L. For any redevelopment of Emery Gate Shopping Centre, a public car parking area will be retained on the site and designed to ensure that it is not visible from Monkton Park.</del></p> <p><del>M. For any redevelopment of Emery Gate Shopping Centre, the existing vehicular access to the car park/service yard from the Town Bridge shall be removed in order to resolve the pinch point and improve public realm/access for pedestrians to Monkton Park.</del></p> <p><del>N. Walls facing the river frontage should be visually permeable, or where they are visually impermeable no taller than 1m in height, to allow the development behind to be viewed from the opposite bank of the River Avon.</del></p> <p><del>O. Balconies and terraces overlooking the River Avon corridor will be supported where they are of high quality design.</del></p> <p><b><u>Development proposals in the River-Green Corridor area will be supported where they accord with the Masterplan shown on Figure 8.3 and demonstrate regard, subject to overall viability assessments, to the following Design Principles:</u></b></p> <p><b><u>A. Proposals must enhance the River Avon corridor as a defining connecting feature in the revitalisation of Chippenham Town Centre whilst recognising the environmental sensitivity of the River Avon Strategic Green Corridor and achieving a biodiversity net gain.</u></b></p> <p><b><u>B. All development proposals on the River Avon frontage, or</u></b></p>	



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			<p><u>public/semi-public spaces with a functional connection to the River Avon, should demonstrate:</u></p> <p><u>i) active frontages;</u></p> <p><u>ii) through photo-visuals, that the frontages, including any balconies and terraces, are of the highest quality design and will provide a pleasing backdrop for the River when viewed from the opposite bank;</u></p> <p><u>iii) that flood resistance and resilience measures are integrated within the construction although any walls facing the river frontage should, where feasible, allow the development behind to be viewed from the opposite bank;</u></p> <p><u>iv) improved pedestrian and cycle routes alongside the River between the Town Bridge and Gladstone Road, including, subject to feasibility, re-routing or improving the Avon Path to limit the risk from flooding and provide year-round access in the vicinity of Gladstone Road Bridge.</u></p> <p><u>C. In relation to Town Bridge development proposals should:</u></p> <p><u>i) consider replacement of the Town Bridge with a new bridge which enhances the significance of Chippenham Conservation Area;</u></p> <p><u>ii) provide means to help wildlife to move over, under or through the Town Bridge, such as a wildlife underpass and/or improved landscaping of banks;</u></p> <p><u>iii) examine the feasibility of providing shared space on the Town Bridge to improve the pedestrian experience and public realm.</u></p> <p><u>D. Proposals to redevelop Emery Gate Shopping Centre, should</u></p> <p><u>i) remain within its existing curtilage, with existing High Street facades retained, and with uses that continue to underpin the vitality and viability of the Town Centre;</u></p> <p><u>ii) include predominantly for uses in Class E on the ground floor facing on to the River;</u></p>	

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			<p><u>iii) retain a public car parking area located and designed to ensure that it is not visible from Monkton Park or, as far as practicable, from other surrounding areas of public domain;</u></p> <p><u>iv) relocate the current vehicular access to the car park/service yard from the Town Bridge in order to resolve the traffic pinch point and improve public realm/access for pedestrians to Monkton Park.</u></p> <p><u>E. The inclusion at the north end of the High Street of a 2–3 storey high, quality landmark building in Bath Stone with active street and river frontages.</u></p> <p><u>F. The riverside downstream of Gladstone Road to be enhanced for biodiversity, whilst providing attractive open space for the community to enjoy.</u></p> <p><u>G. Replacement or removal of the radial gate weir in a manner that improves biodiversity and reduces flood risk; opportunities to provide renewable energy at any replacement weir structure should be embraced.</u></p> <p><u>H. The creation of section(s) of level public access to the River within Monkton Park.</u></p> <p><u>I. Retention of the Olympiad site for public indoor sport, recreation or fitness uses. Any new building fronting onto Monkton Park to be designed to be sympathetic to the parkland setting and to enhance the significance of Chippenham Conservation Area.</u></p>	

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R61	29	Page 101, Policy TC3 – Public Realm Improvements to Upper Market Place	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy TC3 in the opening sentence replace “which has been” with ‘and open feasibility assessments which have been’</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in the first paragraph of ‘Policy TC3 – Public Realm Improvements to Upper Market Place’ as follows:</li> </ul> <p>Policy TC3 – Public Realm Improvements to Upper Market Place</p> <p>Public realm improvements within the Upper Market Place will be supported where they are accompanied by an up to date masterplan and/ or development brief <del>which has been</del> <b>and open feasibility assessments which have been</b> prepared in accordance with the following parameters as shown on Figure 8.4:</p>	For clarity and accuracy and to meet Basic Condition 1
R62	29	Page 105, Policy TC4 – Development within Chippenham Conservation Area	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy TC4 remove reference to the “setting of” Chippenham Conservation Area from the first and second paragraphs.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in ‘Policy TC4 – Development within Chippenham Conservation Area’ as follows:</li> </ul> <p>Policy TC4 – Development within Chippenham Conservation Area</p> <p>In considering proposals for development within Chippenham Conservation Area, <del>or that affects its setting</del>, full regard must be given</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>to the relevant character area analysis in the Chippenham Conservation Area Character Appraisal (Annexe 2).</p> <p>Development within Chippenham Conservation Area, or which would <del>affect its setting</del>, will be permitted where it:</p> <p>a) preserves or enhances the special character or appearance of the Conservation Area;</p> <p>b) is of high quality design that makes a positive contribution to local character and distinctiveness;</p> <p>c) maintains or enhances positive views, and/or where possible eliminates or reduces the effect of negative views identified in the Chippenham Conservation Area Character Appraisal (Annexe 2);</p> <p>d) retains those heritage assets which make a positive contribution to the significance of the Conservation Area;</p> <p>e) accords with the development guidelines for the relevant character area in the Chippenham Conservation Area Management Plan SPG; and</p> <p>f) secures the enhancement proposals for the relevant character area in the Chippenham Conservation Area Management Plan SPG where appropriate.</p>	
R63	29	Annexe 2 – Conservation Area Character Appraisal	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within the Chippenham Conservation Area Character Appraisal provide a footnote reference for the Chippenham Conservation Area Management Plan SPG.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Within the Chippenham Conservation Area Character Appraisal (Annex 2) provide the following footnote reference in paragraph 2 on page 4 as follows</li> </ul> <p><b><u>Chippenham Conservation Area Management Plan SPG, April 2010</u></b></p>	
R64	29	Page 106, Paragraph 8.87	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 8.87 replace "as 'locally listed' or being important non-designated heritage assets" with 'locally important non-designated heritage assets'.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 8.87 as follows:</li> </ul> <p>8.87 Throughout Chippenham Conservation Area there are buildings that, whilst not currently considered to be of sufficient historic significance and/or architectural interest to warrant listed status, have a distinct and valued local character and/or appearance that is worthy of retention. Neighbourhood Plan Policy TC5 recognises these buildings and structures <b><u>locally important non-designated heritage assets</u></b> as 'locally listed' or being important non-designated heritage assets.</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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R65	29	Page 106, under the heading Buildings of Local Merit	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Provide an additional Figure (and alter the numbering of subsequent Figures accordingly) mapping the location of the properties now listed for recognition.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Provide a new figure showing the location of the properties listed in Policy 'TC5 – Buildings of Local Merit' adjacent to the Policy in line with amendments in R66 below.</li> </ul>	For clarity and accuracy and to meet Basic Conditions 1 & 3
R66	30	Page 107, Policy TC5 – Buildings of Local Merit	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy TC5 delete property "b. Former Chippenham District County Technical and Secondary School, Cocklebury Road".</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy TC5 – Buildings of Local Merit' as follows:</li> </ul> <p>Policy TC5 – Buildings of Local Merit</p> <p>The following buildings are important non-designated heritage assets:</p> <p>a. Reel Cinema, No. 91 Marshfield Road</p> <p><del>b. Former Chippenham District County Technical and Secondary School, Cocklebury Road</del></p> <p><del>b</del>e. Nos. 63–66 New Road</p> <p><del>c</del>d. Nos. 31–33 High Street (Wilko)</p> <p><del>d</del>e. No. 1 Market Place (formerly Burtons)</p> <p><del>e</del>f. Chippenham Library, Timber Street</p> <p><del>f</del>g. The Citadel, Bath Road</p> <p><del>g</del>h. Nos. 1–10 Providence Terrace, Ivy Lane</p>	For clarity and accuracy and to meet Basic Conditions 1 & 3

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			<p><del>h.</del> The Old Laundry chimney, Ivy Road  <del>i.k.</del> 6 no. Second World War pillboxes, near the River Avon at Monkton Park Golf Course, No. 28 Sadlers Mead, Rawlings Farm, Rowden Farm, Milbourne Farm and Rowden Manor  <del>j.l.</del> Nos. 17–25 Station Hill (former Palace Theatre)</p> <p>The effect of a proposal on the significance of a Building of Local Merit will be taken into account to avoid or minimise harm.</p>	
R67	30	Page 108, Design of Shopfronts and Advertisements	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within the heading “Design of Shopfronts and Advertisements” remove “and Advertisements”</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend the title of Design of Shopfronts and Advertisements as follows:</li> </ul> <p>Design of Shopfronts <del>and Advertisements</del></p>	For clarity and accuracy and to meet Basic Condition 1
R68	30	Page 109, Policy TC6 – Design of Shopfronts and Advertisements	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy TC6 replace “must have” with ‘must demonstrate’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in ‘Policy TC6 – Design of Shopfronts and Advertisements’ as follows:</li> </ul> <p>Policy TC6 – Design of Shopfronts and Advertisements</p>	For clarity and accuracy and to meet Basic Condition 1

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			Within Chippenham Town Centre, new or altered shopfronts and their associated advertisements must <del>demonstrate</del> <del>have</del> full regard to the design advice set out in the Shopfront Design Guide (Annexe 3 of this Neighbourhood Plan).	
R69	30	Annexe 3 – Shop Front Design Guide	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within the related Annexe 3 remove and replace as appropriate the words “will not be permitted” and variants of these as this is a guide and planning decisions are taken by the local planning authority.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Remove and replace as appropriate the words “will not be permitted” and variants of these within the ‘Shop Front Design Guide’ document in Annexe 3.</li> </ul>	For clarity and accuracy and to meet Basic Condition 1
R70	31	Page 110, Transport Paragraph 9.2	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within paragraph 9.2 under the heading ‘Transport’ replace the second to last sentence with the following:            ‘In order to retain this momentum and shift to sustainable transport modes, and reduce the effects of climate change more rapidly, it is essential that safe and effective infrastructure for cycling and walking is incorporated within new development and developers improve links to key facilities outside the site through developer contributions.’;            delete the final sentence.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 9.2 as follows:</li> </ul>	For clarity and accuracy and to meet Basic Condition 1



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			<p>9.2 The COVID-19 pandemic and climate change movement have seen increasing numbers of the local community turn to cycling and walking as a means of both travelling around the town and for physical exercise and mental wellbeing. <u>In order to retain this momentum and shift to sustainable transport modes, and reduce the effects of climate change more rapidly, it is essential that safe and effective infrastructure for cycling and walking is incorporated within new development and developers improve links to key facilities outside the site through developer contributions.</u></p> <p><del>In order to retain this momentum and shift to sustainable transport modes, and reduce the effects of climate change more rapidly, it is essential that safe and effective infrastructure for cycling and walking is incorporated within new development and through developer contributions. It is also essential that this new infrastructure links into the existing cycle path and footpath networks in the town.</del></p>	
R71	31	Page 112, Paragraphs 9.7 and 9.8	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Delete paragraphs 9.7 and 9.8 (and renumber subsequent paragraphs accordingly)</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Delete paragraphs 9.7 and 9.8 and renumber subsequent paragraphs accordingly as follows:</li> </ul> <p><del>9.7 Currently, cycle provision for new developments consists of shared-use paths that often hinder people cycling on their journeys, due to the inclusion of non-priority road crossings, sharp turns and obstacles. By slowing down people who are cycling and increasing the amount of energy required from them due to the stopstart nature of the routes, these paths do not encourage cycling as much as they could.</del></p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><del>9.8 When shared paths become popular with people walking, wheeling or cycling, conflicts can arise, due in part to the different speeds these groups travel. Within Chippenham, this issue is seen in the paths around Monkton Park. Further afield, conflicts between people cycling and people walking are becoming common on sections of the Bristol-Bath railway path, due to its popularity as a cycle route.</del></p> <p>9.79 9.810 Etc...</p>	
R72	31	Page 112, Paragraph 9.10	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend paragraph 9.10 as follows: 'Separate walking, cycling and vehicle routes are necessary when traffic speeds and volumes are higher. New shared-use paths will not generally be acceptable anymore, separate cycling and walking routes must be provided.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 9.10 (to be renumbered as per R71), as follows:</li> </ul> <p><del>9.10 Guidance on Cycle Infrastructure Design, Local Transport Note 1/20, was issued by the Department for Transport in 2020. It requires cycle networks and routes to be coherent, direct, safe, comfortable and attractive. Inclusive design and accessibility should run through all five of these core design principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people.</del></p> <p><b><u>Separate walking, cycling and vehicle routes are necessary when</u></b></p>	For clarity and accuracy and to meet Basic Condition 1

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			<b><u>traffic speeds and volumes are higher. New shared-use paths will not generally be acceptable anymore, separate cycling and walking routes must be provided.</u></b>	
R73	31	Page 113, Paragraph 9.15	<p><b><u>EXAMINER RECOMMENDATION:</u></b></p> <p>Replace the last sentence of paragraph 9.15 as follows: 'The work by CCNDG has fed into the Local Cycling and Walking Infrastructure Plan (LCWIP) for Chippenham. This is nearly complete, and Wiltshire Council will use it to bid for funding to improve infrastructure'.</p> <p><b><u>REQUIRED MODIFICATION:</u></b></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 9.15, as follows:</li> </ul> <p>9.15 The routes, and segments in need of improvement have been prioritised by CCNDG and are the community user's vision for improving the future cycle network. The high priority improvements are shown in Figure 9.1, and CCNDG have set out in more detail the specific high priority improvements that could be made in each location in Appendix 22 – High Priority Improvements to the Cycle Network. <del>This represents a starting point for discussion with developers and highway engineers as and when the need arises.</del> <b><u>The work by CCNDG has fed into the Local Cycling and Walking Infrastructure Plan (LCWIP) for Chippenham. This is nearly complete, and Wiltshire Council will use it to bid for funding to improve infrastructure.</u></b></p>	For clarity and accuracy and to meet Basic Condition 1
R74	31	Page 115, Policy T1 – Provision and Enhancement of Cycle Paths	<p><b><u>EXAMINER RECOMMENDATION:</u></b></p> <p>Amend Policy T1 as follows: In the first paragraph delete "large scale major development proposals, and the majority of". In the third paragraph delete "particularly those for strategic housing sites". In the</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>final paragraph replace "will require" with 'will be expected to make'; delete "and set out in more detail in Appendix 22 – High Priority Improvements to the Cycle Network".</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy T1 – Provision and Enhancement of Cycle Paths' as follows:</li> </ul> <p>Policy T1 – Provision and Enhancement of Cycle Paths</p> <p>Cycling schemes shall be prepared for all <del>large-scale major development proposals, and the majority of</del> major development proposals, to encourage modal shift from the private car to cycling. Such schemes should comply with LTN 1/20 (or any subsequent updated version of this) and the developer must demonstrate how the design adheres to the Core Design Principles set out in Section 4 of LTN 1/20.</p> <p>The quality of cycling infrastructure that has been incorporated into the design must be quantified by using the 'Cycling Level of Service Tool' as set out in Appendix A of LTN 1/20 (or any subsequent updated version of this).</p> <p>Cycle paths incorporated within major development proposals, <del>particularly those for strategic housing sites</del>, need to link to the existing town cycle network, as shown on Figure 9.1.</p> <p>Major development proposals which generate increased use of the existing cycle network to access the site (directly or indirectly) <del>will require</del> <b>will be expected to make</b> on-site or off-site financial contributions towards the relevant high priority improvements to the</p>	

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			cycle network shown on Figure 9.1. <del>and set out in more detail in Appendix 22 – High Priority Improvements to the Cycle Network.</del>	
R75	32	Page 117, Paragraph 9.25	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 9.25 replace “the Neighbourhood Plan strongly” with ‘The Town Council’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in paragraph 9.25 as follows:</li> </ul> <p>9.25 The <b>Town Council</b> <del>Neighbourhood Plan strongly</del> supports electric bus and hydrogen bus infrastructure, and other bus infrastructure which reduces carbon emissions, improves air quality and/ or increases biodiversity. This includes ‘living roofs’ on bus shelters for pollinator species, off-grid bus shelters powered by a combination of incorporated solar panels and wind turbines, and electric bus charging points.</p>	For clarity and accuracy
R76	32	Page 119, Paragraph 9.31	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In paragraph 9.31 at the beginning of the second sentence add: ‘It is anticipated that’</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add text to paragraph 9.31 as follows:</li> </ul> <p>9.31 As new strategic housing developments come on stream, it will be necessary to improve the town centre bus infrastructure. <b><u>It is anticipated that</u></b> Chippenham Bus Station will remain at its existing site unless an equivalent or improved facility can be provided on a new</p>	For clarity and accuracy

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			site that would also be located within the town centre. Improvements to the town centre's bus infrastructure, linked to the National Bus Strategy 112, have been identified by the Neighbourhood Plan's Transport Topic Group. Developer contributions or funding should be sought to implement these improvements.	
R77	32	Page 117, footnote reference <sup>109</sup>	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>On page 117 amend the footnote reference <sup>109</sup> from 'Appendix 2' to 'Appendix 23'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend footnote <sup>109</sup> as follows:</li> </ul> <p><sup>109</sup> Please refer to Appendix <b>23</b> for further background information and evidence used to formulate Neighbourhood Plan Policy T2</p>	For clarity and accuracy
R78	32	Page 120, Policy T2 – Access to the Bus Network	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy T2 in the first paragraph after “unless” add ‘non-viability is evidenced or’.</p> <p>Replace the first sentence of the second paragraph with: ‘Major development that will add to demands on public transport should incorporate new on-site bus network infrastructure.’ In the last sentence of the same paragraph replace “can” with ‘might’. At the beginning of the third paragraph add: ‘As a guide,’.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend ‘Policy T2 – Access to the Bus Network’ as follows:</li> </ul>	For clarity and accuracy and to meet the Basic Conditions

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			<p>Policy T2 – Access to the Bus Network</p> <p>Proposals that seek to retain and improve existing bus infrastructure, particularly at important town centre locations, will be supported. Proposals that seek to reduce bus infrastructure will be resisted unless <b><u>non-viability is evidenced or</u></b> a suitable alternative facility can be provided.</p> <p><del>Major development that will add to demands on public transport should prioritise the inclusion of new on-site bus network infrastructure.</del> <b><u>Major development that will add to demands on public transport should incorporate new on-site bus network infrastructure.</u></b> Financial contributions fairly and reasonably related to the development will be sought towards the cost of new or improved bus services which link the site to the town centre, where the direct impact of development would make such measures necessary. Such contributions <del>can</del> <b><u>might</u></b> also be used to reduce carbon emissions, improve the passenger experience, reduce air pollution, increase biodiversity and encourage greater bus use in the town centre by providing:</p> <ul style="list-style-type: none"> <li>• Improved seating and shelter at main bus interchange points, and other wellused bus stops in the town centre</li> <li>• real-time passenger information indicators (for local and National Express bus services) at strategic locations</li> <li>• electric bus charging points at the Bus Station (in accordance with the requirements of Neighbourhood Plan Policy T3)</li> <li>• new or improved signage to direct visitors to main bus interchanges</li> <li>• 'living roofs' for pollinator species on new or upgraded bus shelters</li> <li>• solar powered and/or wind powered new or upgraded bus shelters</li> </ul> <p><b><u>As a guide,</u></b> <del>All</del> buildings within major development proposals shall be located within a maximum of 400m walking distance from an existing bus stop, or new bus stop (where this is to be provided as part of the</p>	

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			development proposal). For development proposals which seek to provide purpose built accommodation for vulnerable and/or older people or where regular usage by people with mobility impairments may be anticipated the maximum walking distance should be reduced to 150m.	
R79	32	Page 121, Paragraphs 9.36 and 9.37	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Electric Vehicle Charging Infrastructure": Delete paragraphs 9.36 and 9.37 (and renumber subsequent paragraphs accordingly).</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Delete paragraphs 9.36 and 9.37 as follows and renumber subsequent paragraphs accordingly</li> </ul> <p><del>9.36 In order to prevent the lack of infrastructure becoming a barrier to the future takeup of electric vehicles in Chippenham, Neighbourhood Plan Policy T3 prescribes minimum standards for the provision of charging facilities in all new developments in line with those standards set out in Building Regulations.</del></p> <p><del>9.37 Unlike Building Regulations, Policy T3 does not provide local exemptions where the cost of an individual connection is more than the price cap. This is because the Neighbourhood Plan considers that new development should not proceed where electric vehicle charging points cannot be incorporated given the importance of the climate emergency.</del></p> <p>9.37<del>8</del> 9.38<del>9</del> Etc...</p>	For clarity and accuracy



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R80	32	Page 122, Policy 'T3 – Electric Vehicle Charging Infrastructure	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy T3 delete the first four paragraphs.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy 'T3 – Electric Vehicle Charging Infrastructure' as follows:</li> </ul> <p>Policy T3 – Electric Vehicle Charging Infrastructure</p> <p><del>New residential buildings with associated off-street car parking spaces will provide at least one electric vehicle charge point.</del></p> <p><del>Residential buildings undergoing a major renovation which will have more than 10 car parking spaces must have at least one electric vehicle charge point per dwelling, with associated parking along with cable routes in all spaces without charge points.</del></p> <p><del>New non-residential buildings and non-residential buildings undergoing a major renovation with more than 10 parking spaces, must have a minimum of one electric vehicle charge point and cable routes for one in five (20%) of the total number of spaces.</del></p> <p><del>Where an electric vehicle charge point is to serve more than one parking space the charge point must include more than one charging socket outlet.</del></p> <p>Where it is not possible to provide off-street parking in new development the provision of cable routes, to allow for electric vehicle charging on-street, will be encouraged. Such charging infrastructure should be placed in the road/ carriageway, and not on footways where</p>	For clarity and accuracy and to meet the Basic Conditions

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			<p>it could create obstructions or trip hazards for people walking or cycling.</p> <p>Public electric vehicle charge points will be designed to be fully accessible to all potential users, including disabled people, those with reduced mobility and older people, in line with the latest industry recognised technical standards.</p> <p>Rapid electric vehicle charge points will be provided at new taxi ranks.</p> <p>Electric bus charging points will be supported at Chippenham Bus Station, (in accordance with the requirements of Neighbourhood Plan Policy T2)</p>	
R81	33	Pages 123 & 124, under heading Access for Disabled People and those with Reduced Mobility	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Access for Disabled People and those with Reduced Mobility": Move the whole section to the Chippenham Design Guide Annexe as a new section; reformat as necessary to remain in keeping with the style and format of the Guide.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Move the content under the heading 'Access for Disabled People and those with Reduced Mobility' on pages 123 and 124 to a new section in the Chippenham Design Guide Annexe as follows:</li> </ul> <p><del>Access for Disabled People and those with Reduced Mobility</del></p> <p><del>Transport Objective 1:</del></p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><del>Improve current walking and cycling networks and infrastructure throughout the town and into the surrounding countryside.</del></p> <p><del>Transport Objective 3:</del></p> <p><del>Promote sustainable transport by improving infrastructure and making modal shift easier in favour of public transport, walking and cycling.</del></p> <p><del>9.40 The NPPF requires development to cater for the needs of pedestrians and specifically to address the needs of people with disabilities and reduced mobility for all modes of transport.116</del></p> <p><del>9.41 Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021) published by the Department for Transport has detailed best practice guidance for use by anyone designing and installing public realm schemes and improvements, including local authorities and their consultants, highways practitioners, and urban designers. It applies to both new build schemes and upgrades to existing layouts. It is primarily aimed at transport infrastructure and the public highway but much of its advice is relevant to private land accessible to the public. It provides good practice on designing the public realm to be accessible to all.</del></p> <p><del>9.42 Walking is active travel. By walking, people move from place to place, irrespective of the duration of their journey, and with as much purpose as anyone in a motor vehicle. Past failure to take account of walking children, adults, adults pushing buggies or pulling trollies, mobility scooter and wheelchair users, people with service dogs or with symbol, guide, long, or red and white banded canes, or with walking aids, amounts to exclusionary road and pavement design, which especially in the centre of Chippenham, can put pedestrians in danger.</del></p>	

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			<p><del>Neighbourhood Plan Policy T4 seeks to address 'exclusionary design' and ensure that the needs of this sector of the Chippenham population are properly considered in future design decisions.</del></p> <p><del>9.43 The Access for Disabled People and those with Reduced Mobility &amp; Waymarking Signage on the Footpath Network Topic Paper (Appendix 18) explains this concept in detail and provides many relevant examples collected by the Neighbourhood Plan's Transport Topic Group. The Topic Paper should be reviewed by planning applicants for relevant schemes, particularly any schemes that seek to provide for sustainable transport that make changes to the road network or provide significant levels of parking.</del></p> <p><del>9.44 Exclusionary design in Chippenham's transport and parking policies will no longer be tolerated. All members of the community require and are entitled to equal access to footways, public spaces and public toilets.117</del></p> <p><del>9.45 Level access at all road crossings is essential, particularly for wheelchair users, whether by a dropped kerb or a raised crossing, as well as to public facilities. Due consideration must be given to pedestrian desire lines.</del></p> <p><del>9.46 As well as exhibiting intrinsic and serious flaws of design, the condition of many pavements in Chippenham is poor (as referred to in the accompanying Topic Paper). Many pavements are, for those with mobility challenges, difficult or sometimes unsafe to use. Severely uneven footways pose danger to those who may be visually impaired or unsteady on their feet. Footways and footpaths should be constructed of durable materials that are not subject to cracking or splitting and should anticipate the need for utilities providers to make repairs and allow for easy and cost effective reinstatement, leaving a level area upon completion.</del></p>	

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			<p><del>9.47 Many of the main car parks and public toilets in Chippenham do not take proper account of the needs of pedestrians, people with reduced mobility, or disabled people. Evidence set out in the aforementioned Topic Paper shows that car park scheme designs have failed to properly segregate foot from motorised traffic creating dangerous spatial conflicts that particularly affect those who are visually impaired, not able to move quickly out of the way of faster moving traffic (for instance the conflict between pedestrians and people cycling/vehicles) nor are routes clearly marked. None of the publicly accessible toilets in Chippenham have braille signage.</del></p> <p><del>9.48 Many people in the community have dogs, and dog walking is beneficial because it promotes wellbeing and combats loneliness. For the blind, dogs can be a necessity. However, though dog ownership is beneficial, it is not well catered for in Chippenham's built environment. Dog stops are specifically designed for securely tethering dogs. Dogs are excluded from Emery Gate Shopping Centre, but there are no dog stops outside. Dogs are allowed in Borough Parade, which has two dog stops in a single wing of the precinct. The High Street and Market Place have one dog stop each. Other than these four locations, there is nowhere in the town centre for people to safely secure their dogs.</del></p>	
R82	33	Page 125, Policy T4 – Access for Disabled People and those with Reduced Mobility	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Amend Policy T4 from "Policy" to 'Guidance' and amend the content as follows: Reword the second paragraph as: 'Development proposals should consider the long-term maintenance, upkeep and repair of unadopted footways and footpaths.' In the third paragraph replace "likely" with 'which will lead to'. In the fourth paragraph replace "put in place" with 'devise'. In the last paragraph replace "a development" with 'local centres'.</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy T4 – Access for Disabled People and those with Reduced Mobility' as follows:</li> </ul> <p><del>Policy T4</del> <b>Guidance</b> – Access for Disabled People and those with Reduced Mobility</p> <p>Development proposals which include works to adopted and unadopted footways and footpaths, including developer contributions to upgrade existing footways and footpaths, should address the needs of people with disabilities and reduced mobility by demonstrating that full regard has been given to best practice design set out in Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021) by the Department for Transport (including any subsequent updated versions of this guidance).</p> <p>Development proposals <b>should consider</b> <del>must make provision for</del> the long-term maintenance, upkeep and repair of unadopted footways and footpaths.</p> <p>Where development proposals <b>which</b> will <del>likely</del> lead to increased use of existing public footways and footpaths, developer contributions should be sought to make provision for their upgrade and/or long-term maintenance, upkeep and repair, subject to the tests for developer contributions in the NPPF.</p> <p>Development proposals which include planting schemes adjacent to footways, footpaths and other walking routes will either favour planting that is unlikely to cause an obstruction to users, or <b>devise</b> <del>put in place</del> a long-term maintenance programme to manage overgrowth and obstruction.</p>	

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			Where it is likely that users of <del>a development</del> <b>local centres</b> will access that development on foot it will be necessary to provide places where dogs can be securely tethered.	
R83	33	Page 126, Waymarking Signage on the Footpath and Cycle Network	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Waymarking Signage on the Footpath and Cycle Network" move the whole section to the Chippenham Design Guide Annexe as a new section; reformat as necessary to remain in keeping with the style and format of the Guide.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Move the content under the heading "Waymarking Signage on the Footpath and Cycle Network" on page 126 to a new section in the Chippenham Design Guide Annexe as follows:</li> </ul> <p><del>Waymarking Signage on the Footpath and Cycle Network</del></p> <p><del>Transport Objective 1:</del></p> <p><del>Improve current walking and cycling networks and infrastructure throughout the town and into the surrounding countryside.</del></p> <p><del>Transport Objective 3:</del></p> <p><del>Promote sustainable transport by improving infrastructure and making modal shift easier in favour of public transport, walking and cycling.</del></p> <p><del>9.49 Evidence gathered in support of the Neighbourhood Plan shows that waymarking in Chippenham is poor. For pedestrians who do not</del></p>	For clarity and accuracy and to meet Basic Condition 1

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			<p><del>have access to an OS map or a satnav, finding a way from one part of the town to another can be problematic.</del></p> <p><del>9.50 The Access for Disabled People and those with Reduced Mobility and Waymarking Signage on the Footpath Network Topic Paper (Appendix 18) provides many examples where poor signage is an impediment to easy access across town. It also demonstrates that signage along the wider footpath network, including that linking the town to the countryside, is poor.</del></p> <p><del>9.51 Residents and employees of new developments are encouraged in other policies in this Neighbourhood Plan to use the footpath and cycle network in the town centre and more widely. The wider public rights of way network is used by visitors and residents and contributes positively to their health and wellbeing. In order to encourage greater use of the footpath and cycle network, it is necessary to improve waymarking signage so that users can easily navigate their routes.</del></p> <p><del>9.52 New major development that relies upon the wider footpath and cycle network should provide, or make a contribution to, waymarking signage for people walking and people cycling. This should be a requirement of all development that seeks to promote sustainable transport so that new residents and employees are more likely to use the network rather than their cars.</del></p> <p><del>9.53 Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021) sets out best practice guidance for producing accessible signage that can be used by disabled people,</del></p>	



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R84	34	Page 21, Paragraph 3.30	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Add a reference to The Arc at paragraph 3.30 in the Plan, and describe the building further in Chapter 16 of the Chippenham Conservation Area Character Appraisal.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add a <b>reference</b> to The Arc in paragraph 3.30, further describe the building in Chapter 16 of the Chippenham Conservation Area Appraisal</li> </ul>	For clarity and accuracy and to meet Basic Condition 1
R85	34	Page 130, Paragraph 10.10	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading "Community Infrastructure": Provide a footnote source for the quote in paragraph 10.10.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Provide a <b>footnote</b> of the source of the quote used in paragraph 10.10</li> </ul>	For clarity and accuracy and to meet Basic Condition 1
R86	34	Page 131, Policy CI1 – Community Infrastructure	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>In the opening sentence of Policy CI1 replace "Proposals for all major residential development shall include a Community Infrastructure Statement which demonstrates" with 'Proposals for all major residential development shall demonstrate'.</p> <p>Replace the last paragraph of Policy CI1 with: 'The potential of large buildings in the town centre to become</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>community facilities for Chippenham's growing population should be explored and be regarded as a priority use as buildings become vacant or present uses change.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend text in 'Policy C11 – Community Infrastructure' as follows:</li> </ul> <p>Policy C11 – Community Infrastructure</p> <p>New Community Infrastructure</p> <p>Proposals for all major residential development shall <del>include a Community Infrastructure Statement which</del> demonstrates how the community infrastructure needs of new residents, generated as a result of the scheme, can be fully met on site or nearby without placing additional pressure on existing community infrastructure.</p> <p>Applicants will be expected to demonstrate that they have considered up to date local evidence of the need for community infrastructure so that new residents have access to safe, affordable and attractive venues and sites which cater for all age groups. Venues should be flexible and available to local groups to rent and use where possible.</p> <p>Largescale major residential development will be expected to provide new community infrastructure on site. Where major residential development cannot accommodate on-site community infrastructure an appropriate financial contribution, based on individual site circumstances, will be provided towards off-site community infrastructure or public art provision.</p>	

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			<p>Proposals for arts and culture facilities and venues, including the creative re-use of redundant buildings for this purpose, will be strongly supported in the town centre and at the Bath Road Car Park/Bridge Centre site.</p> <p>Existing Community Infrastructure</p> <p>Proposals that would result in the loss of existing community infrastructure will be resisted, unless it can be clearly demonstrated that the operation of the facility, or the ongoing delivery of the community value of the facility, is no longer financially viable or no longer needed for a community purpose or a change of use or a mixed use will help to retain the community benefit of a building.</p> <p><del>Change of use applications for large buildings in the town centre, that may have the capacity to be converted to community infrastructure, should not be permitted until their use as a community or arts and culture facility has been fully explored and demonstrated not to be feasible or viable. Applicants should explain how a community use was explored, including demonstration of discussions with the community and the Town Council, and why it was not possible to use the building for the benefit of the community.</del></p> <p><b><u>The potential of large buildings in the town centre to become community facilities for Chippenham's growing population should be explored and be regarded as a priority use as buildings become vacant or present uses change.</u></b></p>	
R87	34	Page 136, Policy E1 – Circular Economy	<p><b><u>EXAMINER RECOMMENDATION:</u></b></p> <p>Under the heading "Circular Economy", within Policy E1: In the first paragraph replace "in Chippenham" with 'in principle'. Replace the second paragraph with the following: 'Development proposals from</p>	For clarity and accuracy and to meet Basic Condition 1

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			<p>businesses are encouraged to demonstrate that they are designing-out waste and pollution wherever feasible.' Remove the third paragraph and relocate it within the Chippenham Design Guide, page 25 as a new paragraph 3.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend 'Policy E1 – Circular Economy' as follows:</li> </ul> <p>Policy E1 – Circular Economy</p> <p>Development proposals that seek to create circular economy benefits for industrial or agricultural processes or for built development will be supported in <u>principle</u> Chippenham.</p> <p>Development proposals from businesses <b>are encouraged to</b> <del>that can demonstrate that they are designing-out waste and pollution and keeping products and materials in use and economic circulation will be supported unless they create unacceptable impacts</del> <b>wherever feasible.</b></p> <p><del>In the built environment, all new development is encouraged to avoid use of primary resources by:</del></p> <p><del>a) maximising the use of reused, repurposed and recycled products in building construction</del></p> <p><del>b) creative refurbishment and retention of existing buildings</del></p> <p><del>c) designing infrastructure that is durable, repairable and easily maintained.</del></p> <ul style="list-style-type: none"> <li>Move the deleted third paragraph to page 25 of the Chippenham Design Guide as a new paragraph 3 as follows:</li> </ul> <p>Masterplanning, Site Layout and General Design Principles</p>	

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			<p>1. All new housing development is required to be of high quality design which reflects the uniqueness of the site and its immediate surroundings. A high quality, architect-led design shall be prepared in an open and collaborative way and shall be readily apparent to non-planners and professionals alike.</p> <p><b><u>2. In the built environment, all new development is encouraged to avoid use of primary resources by:</u></b>  <b><u>a) maximising the use of reused, repurposed and recycled products in building construction</u></b>  <b><u>b) creative refurbishment and retention of existing buildings</u></b>  <b><u>c) designing infrastructure that is durable, repairable and easily maintained.</u></b></p>	
R88	35	Page 138, Paragraph 11.28	<p><b><u>EXAMINER RECOMMENDATION:</u></b></p> <p>Under the heading "Business Incubator Units": In paragraph 11.28 replace "being demand" with 'being some indications of demand'.</p> <p><b><u>REQUIRED MODIFICATION:</u></b></p> <ul style="list-style-type: none"> <li>Amend paragraph 11.28 as follows:</li> </ul> <p>11.28 The Neighbourhood Plan Economy Topic Group found 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 <b><u>some indications of</u></b> 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.</p>	For clarity and accuracy and to meet Basic Condition 1

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R89	35	Page 139, Policy E2 – Business Incubator Units	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Within Policy E2: In the first paragraph replace “a range of unit sizes to suit the local needs and requirements of different sized businesses will be provided on the wider employment site” with ‘the sizes and range of units are compatible with identified need and business requirements, which may include serviced plots and ready-to-occupy units.’ From the second paragraph delete the second sentence.</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend ‘Policy E2 – Business Incubator Units’ as follows:</li> </ul> <p>Policy E2 – Business Incubator Units</p> <p>Development proposals for employment uses on allocated employment land, including those proposed under reserved matters submissions, shall demonstrate that <b><u>the sizes and range of units are compatible with identified need and business requirements, which may include serviced plots and ready-to-occupy units.</u></b>  <del>a range of unit sizes to suit the local needs and requirements of different sized businesses will be provided on the wider employment site.</del></p> <p>Within this range, provision shall be made for business incubator units of less than 5000 sq. ft. in size. <del>These units shall be fully serviced prior to being let.</del></p>	For clarity and accuracy and to meet Basic Condition 1
R90	35	Page 140, Paragraph 12.6	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Under the heading “Developer Contributions”, from paragraph 12.6 delete the bullet point which commences “Design proposals for.....”.</p>	For clarity and accuracy

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			<p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Amend paragraph 12.6 as follows:</li> </ul> <p>12.6 Whilst the Wiltshire Core Strategy and Emerging Local Plan will address the matter of developer contributions, it is incumbent upon the Neighbourhood Plan to set out its clear expectations on where developer contributions will be expected to deliver its policies, in conformity with NPPF Paragraph 34. The Neighbourhood Plan has identified the following infrastructure requirements needed to support new development:</p> <ul style="list-style-type: none"> <li>Biodiversity enhancements to existing green spaces, particularly Local Green Spaces and those green spaces in residential estates laid only to grass</li> <li>Improvements to the quality and biodiversity of Green Corridors (particularly the River Green Corridor), including establishing missing links and poor connections within the network</li> <li>Tree planting, including street trees</li> <li><del>Design proposals for development of Bath Road Car Park/ Bridge Centre Site and/or changes to the road gyratory system to facilitate a scheme on the site</del></li> <li>Public realm improvements to the Upper Market Place, including a feasibility study into shared space</li> <li>Improvements to the existing cycle and footpath network</li> </ul>	

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R91	35	Page 141, Paragraph 13.2	<p><u>EXAMINER RECOMMENDATION:</u></p> <p>Add a new paragraph 13.2 (and amend the existing 13.2 to 13.3) as follows: 'A Neighbourhood Plan Review could be carried out once the Wiltshire Local Plan Review is adopted, to ensure that the Neighbourhood Plan remains in general conformity.'</p> <p><u>REQUIRED MODIFICATION:</u></p> <ul style="list-style-type: none"> <li>Add a new paragraph 13.2 and renumber 13.2 as 13.3 as follows:</li> </ul> <p><b><u>13.2 A Neighbourhood Plan Review could be carried out once the Wiltshire Local Plan Review is adopted, to ensure that the Neighbourhood Plan remains in general conformity.</u></b></p> <p>13.23 The Town Council will investigate an appropriate governance process for monitoring and review of whether the Neighbourhood Plan objectives are being met and its policies are being adhered to.</p>	
R92	N/A	Whole document	<p><u>WILTSHIRE COUNCIL COMMENT:</u></p> <p>Check and amend as necessary the page numbering, section/sub section headings, source information, figures, maps, appendices and paragraph numbering and any supporting text referring to the above.</p>	Consequential amendments