Charmian,
I refer to the amended information submitted regarding the above application. The TA Technical Note provides a new sensitivity test to understand the effects of the cumulative impact of N. Chippenham, Rawlings Green, Hunters Moon, Showell Farm, 400 additional units to the SW of Chippenham, and the proposed development. There are 2 scenarios tested:
2026 base situation but including some of the planned A350 improvements,
2026 base situation + Rowden Park + proposed mitigation.

On average across the Chippenham network mean journey times change between the above 2 scenarios by:
AM peak +15 secs from a base of average 192 secs
PM peak -6 secs from a base of average 195 secs

The results show that changes in average speeds are expected to be small, and changes to average delay per vehicle would be negligible in both peak hours. These results are dependent on implementation of mitigation measures set out in the Chippenham Transport Strategy. The development will contribute to the funding of these measures via CIL.

Some particular routes across town will experience increases in average delays of around 3 minutes as a result of the development, particularly in the AM peak. Due to planned mitigation and changing traffic patterns the majority of routes across town will experience a decrease in journey time in the PM peak (for 2026).

The introduction of MOVA software to the Bridge Centre traffic signals will lead to a reduction in delay for that junction of around 20% with an increase in capacity at peak times of 4-6%. This cannot be modelled by the PARAMICS model and therefore these improvements are not included in the results discussed above.

Stagecoach have put forward to provide a half hourly bus service through the development as far as the southern access roundabout from 07.00 – 19.00 Monday - Saturday. The service would operate 2-way (U – turning at the roundabout) and would directly connect to the railway station, town centre and onwards to Calne and Swindon. The developer contribution which will need to be secured via the S106 and a Bus Service Enhancement Agreement (BSEA) between the applicants and Stagecoach is a total of £438,000 index linked spread over 5 years as set out in the email dated 9th August from Stagecoach (Nick Small). Under the BSEA the payments would be made direct from the developers to Stagecoach with payment reverting to the Council in the event of procurement failure.

Please note that I am still awaiting confirmation that the above public transport contributions are agreed by the applicants.

The evening and Sunday bus service in the area is currently supported by the Council and this funding is under review. In the event that the support continues, Stagecoach have agreed to provide an hourly through the development, for evenings and Sundays included in the above contribution.

The service into the development would commence at occupation of the 150th dwelling.

All other planning obligations and conditions should be as set out in my previous observations dated 4th March 2016.