

Online Comments

17/03417/OUT

CONSULTATION. Although it would appear a consultation exercise was held in the village some months ago it does not appear to have been publicised by Savill's or Modwen. As a result many who would have wished to attend were denied the opportunity of doing so. It also hampers a fully considered response as I only became aware of the outline plans very recently.

FLOODING. Section 12 of the application states that the site is not within an area at risk of flooding. This is not correct. Reference to the Environment Agency's Flood Map shows that at and within the eastern end of the site there is a Flood Zone 2 area and the boundary is within 30m of a Flood Zone 3 area. The site itself covers the head of a tributary to the River Avon. Given the scale of buildings to be put on the site and the associated concrete bases and car park tarmac, the ability of the land to absorb water will be almost completely destroyed. This is likely to lead to excess water exacerbating the risk of flooding in the downstream Flood Zones.

SCALE.

Height. The bulk of the site is to be occupied by the largest scale of commercial building (Class B8) with a height specified as 23m. Its height is to be made worse by filling in the existing land fold, raising it to make a level site. This will be visible from a considerable distance and yet vital information concerning the materials to be used is left as a reserved matter. The height is such that screening by even our larger native trees is unlikely to be effective and certainly not for decades to come.

Area. The footprint of the site is comparable to that of the surrounding villages but with just 3 to 5 massive buildings.

Further Development. The roundabout design for the B4122 shows an exit onto the land to the north of the existing application. The clear intent is to develop the proposed 23 acre site even further making the issues of scale raised above even worse. There should be visibility of the full extent of Modwen's vision for this site including its further growth.

Impact. Even without knowing the building materials the height and scale is totally out proportion and inappropriate to the height and size of other buildings in the surrounding area of this primarily rural setting.

EMPLOYMENT. Whilst the attractions of a motorway junction for industry to access the motorway network is acknowledged, the scale of building on this site is such that it is unlikely to be of any use to Chippenham based companies. It is far better suited to a

large, national company for a distribution site employing very few for the size of site. Indeed no end user appears to have been identified making the scheme totally speculative and, quite possibly, not well matched to the needs of the final end users.

CHIPPENHAM GATEWAY. Does Chippenham really want the gateway to this rural, market town from the M4 to be a massive block the height of a 6 storey building?

LOCATION.

Junction 17 is already a bottleneck at the beginning and end of the day. The roundabout cannot cope with the traffic which backs up dangerously onto and along the M4. In addition traffic into the Hill's Waste Disposal Site on the B4122 frequently backs up outside the entrance as the site's capacity is exceeded by the numbers wishing to use it.

To the above traffic is to be added that of the planned Dyson site at Hullavington. The Gateway, on the Chippenham side of the motorway, is likely to exacerbate the existing problems on the motorway and B4122 as well as generating sufficient traffic as to hamper access to and egress from the town of Chippenham, to the detriment of the town's existing businesses and population.

CONCLUSION. The scale (particularly height) of this proposal is totally out of proportion to the size of the local communities and buildings in this rural area. I am all for a development which brings genuine employment to Chippenham but the scale of the few buildings on the site points clearly to a distribution centre run by a national company, employing limited numbers of staff, dominating the local area by its scale (particularly height) and severely exacerbating existing traffic problems. Added to this the mass of concrete and tarmac over this 23 acre site will impact the source of the River Avon tributary it covers and all but destroy the land's existing capacity to absorb water, thus making the existing Flood Zone 2 and 3 risks in the immediate vicinity and downstream significantly worse.

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