

21st July 2021

Subject: Future Chippenham Road Route Option selection and consultation

1. Purpose of the report

- 1.1 To provide a summary update on the Future Chippenham distributor road options based upon the feedback from public consultation. To confirm the option proposed following consultation and a programme review and assurance exercise to take forward for delivery subject to agreement with Homes England and the outcome of the Local Plan Review.

2. Recommendations

2.1 That Cabinet agrees

- That the proposed option identified (comprising a hybrid of elements of the options consulted upon) and shown in Diagram 1 below, should be taken forward as the preferred route.
- That, subject to agreement with Homes England and the outcome of the Local Plan Review, that works to progress the identified route to the planning application stage continue in parallel with the development of the framework masterplan for the site.
- That this will inform and form part of the consultation on the framework masterplan for the site which will provide the final refinement for the road route alignment and design.

Diagram 1: Future Chippenham distributor road preferred route.

Appendix A



Background information

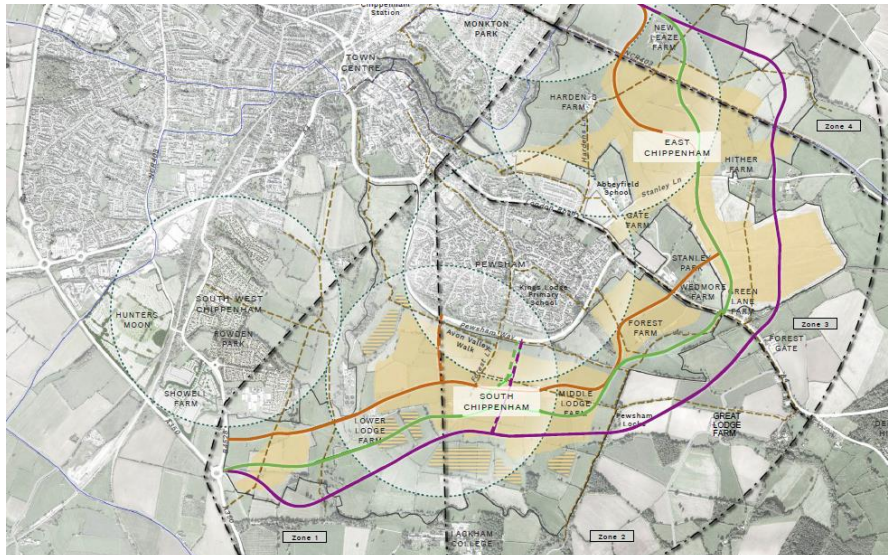
1. In December 2020 the Council entered into a Grant Determination Agreement (GDA) with Homes England.
2. A full options assessment process was conducted by the Council's consultant, Atkins, to identify potential road routes to support the delivery of the project. This identified 3 main distributor road options and 2 Pewsham link road options.
3. A public consultation on the potential road route options took place between 15th January 2021 and 12th March 2021.
4. This consultation covered 3 road route options (inner, middle and outer) as detailed in Diagram 2 below but sought feedback across 5 identified zones as shown in Diagram 3. The zoning approach split the overall site logically by landholdings and/or key features such as existing roads, and this approach allowed the potential development of a hybrid solution across the three identified routes to be considered.

Diagram 2: Future Chippenham consultation road route options



Diagram 3: Future Chippenham consultation road route options zones

Appendix A



5. The Council leadership requested further consideration be given to consultation responses and agreed to take forward more work on the Local Plan review. A programme review and assurance exercise identified some significant risk to the delivery of the whole scheme including;
 - The LPR timeline
 - The land assembly status and associated risks with GDA conditions
 - The feedback from the consultation and concerns raised on the quantum of housing proposed in the Local Plan period.
6. This review identified an opportunity to develop an alternative approach to deliver an important and significant part of the scheme. The scheme proposed is the southern section of the distributor road as detailed in diagram 1 above, subject to the LPR, master planning and Homes England agreement.
7. During this consultation, important feedback was received, and this has informed the recommended road route option. However, in addition it is acknowledged a large representation of responses were received objecting to the scheme on the grounds of quantum, transport issues, climate change and environmental issues.
8. The feedback received has been analysed and this, alongside feedback from statutory consultees, stakeholders and 3rd party landowners, has been assessed and utilised to provide an update to the Options Assessment Report (OAR).
9. The findings of the OAR identified a preferred route option which comprises a hybrid of the routes. A number of next step actions were identified in the update to the OAR one of which was a programme review. Further to the Future Chippenham Programme review and assurance exercise, significant risks to the delivery of the original HIF scheme were identified. The review identified an opportunity to develop an alternative approach to delivery and this is supported by the update to the OAR. An option to deliver the southern section preferred route to progress to planning, subject to LPR, masterplanning and agreement with Homes England as detailed in Figure 6.1 above. The selection of this route has been informed by the wider circumstances as detailed within the main Cabinet report
10. A copy of the update to the OAR summary report is attached for reference as Appendix A

Appendix A

11. This report is presented to cabinet on 21st July 2021.

Attachment: Appendix A: OAR Update Summary report July 2021

Appendix A: OAR update summary report July 2021

OAR Summary report July 2021

Distributor Road - Preferred Option

The following information provides a summary of key points for updates to the Options Assessment Report (OAR) following public consultation.

Table 5-1 summarises the revised scores from the option assessment. Table 5-2 presents the scores of the amended best fit option. **Figure 6.1 presents the amended best fit and preferred option to progress to a planning application for the southern distributor road.**

The updated sifting assessment provides a route alignment with the following attributes:

- Good and best fit with the strategic scheme objectives including connectivity and congestion mitigation.
- Coordinates with land developer preferences, including the most suitable location to connect sustainable transport networks with the town.
- Reasonable level of deliverability, subject to formal land agreements.
- Lowest overall environmental impact in majority of assessment zones and potential for mitigation and where impacts are identified.

Zone 1

Prior to public consultation, the OAR identified Option C as the best fit in Zone 1 due to closest proximity to existing and future development and shortest bridge over the River Avon, with a better score for the strategic case and financial case than the other options.

Following the consultation, a large number of comments from the public were concerned with an additional junction on the B4528 which features in Option C only. Both Option A and B connect directly to the A350 at Lackham roundabout which aligns with public and landowner preference.

In addition to this the landowner/developer for the land east of the B4528 had a preference for Option B. Public and landowner feedback on all of the options adjust the scoring for the delivery case and presents Option B as the most deliverable option in this zone.

Appendix A

Option B also has a better environmental case than Option C due to the avoidance of high archaeological potential areas and proximity to the conservation area at Rowden Manor.

Option A is discounted, it is furthest from existing development, has the longest bridge with poorer scores for the strategic and financial case and similar levels of impact on the environment as Option B

Option B is taken forward as the best fit option in zone 1. It is noted that Option B has a very high cost, higher than Option C. Value Engineering and mitigation will be undertaken on this section, including further discussions with the Environment Agency to review options regarding the structure at this location.

Zone 2

Prior to public consultation, the OAR identified Option C as the best fit in Zone 2 due to the closest proximity to existing and future development. The scoring for Option C was the same as Option B for the strategic, deliverability and environmental cases, with similar cost estimates to the other options.

Following the consultation discussions and formal feedback from landowners and developers, this shows a preference for Option B or C. Two of the three land developers prefer Option B and the other land developer prefers Option C. The delivery case has been adjusted and presents Option B as the most deliverable option in this zone.

Locally notable trees with veteran features have been identified adjacent to Forest Lane that may conflict with Option C, whilst this does not change the previous environmental case scoring for Option C in Zone 2, this does influence the potential for a hybrid option of B / C in this zone that would have provided an alignment meeting all land developer preferences. Environmental impact is similar across all options.

Option B is taken forward as the best fit option in this zone, although it is located approximately 200m further away from the centre of Pewsham and just outside of a 10 minute walking zone, the improved deliverability and lower impact on the environment are considered to be of greater importance in this zone. There are potential opportunities to provide a development centre alongside the Pewsham link road option within a 10 minute walking zone to the centre of Pewsham.

Zone 3

Prior to public consultation, the OAR identified a hybrid of Option B and C as the best fit in Zone 3, avoiding impact on Stanley Park Sports Ground and Great Crested Newt Habitat, which are attributed to Option C.

Whilst it avoids Stanley Park and is further away from existing development in this area than Option C, the Option B/C hybrid is aligned with future land development and therefore provides good connectivity between new and existing developments. Option B/C provides the second highest strategic case score after Option C.

Option B/C also provided the best environmental case score and similar cost estimate to Option A and B in Zone 3.

Following public consultation deliverability case scores have been adjusted following stakeholder and landowner feedback. Land developers in Zone 3 have a preference for a route that aligns close to Hardens Farm, which would be either Option B/C or Option C.

Landowners in Zone 4 have made a clear objection to Option C through their development land. An amendment to the alignment of Option B/C has been included as the best fit option in Zone 3, to meet adjacent land developer preferences and improve deliverability of the scheme.

The environmental case, financial case, strategic and commercial cases are unchanged in this zone.

Zone 4

Following strong objection from the landowner in Zone 4, to ensure deliverability of the scheme, Option C was discounted in favour of Option B. Whilst Option B has a lower environmental case score it is considered that the landscape and visual impact could be mitigated.

Zone 5

Option 5 follows the alignment of the Rawlings Green developer distributor road planning application; all route options follow this alignment and assessment scoring remains unchanged. The rail bridge from

Appendix A

Rawlings Green has full planning permission; the development and associated distributor road are subject to an outline planning permission with decision pending as of 23rd June 2021.

Current assumptions for zone 5:

- It is currently assumed that the rail bridge will be delivered by the Rawlings Green developer; current planning consent indicates that construction must progress before 13th November 2022.
- The distributor and road through Rawlings Green will be delivered as part of the planning permission for the Future Chippenham distributor road.

In the event that the rail bridge is not delivered by the Rawlings Green developer, Future Chippenham will submit their own planning permission for this rail bridge and deliver as part of the Future Chippenham distributor road. Cost recovery for delivery of the distributor road and associated bridge infrastructure will be subject to Wiltshire Council's planning policy.

Pewsham Link Road

Prior to public consultation the OAR identified Pewsham Link Option 3 as the best fit option. This option connects to Pewsham Way at a new junction approximately 150m east of Forest Lane. Although Pewsham Link Option 1 has better connectivity it also has greater potential to impact the environment and is more expensive to construct due to the additional bridge structure. This is reflected in the assessment scoring with Option 1 featuring a higher strategic case score but lower environment case score than Option 3. Environmental mitigation will be included for review as part of the planning application.

Following the consultation discussions and formal feedback, the land developers have suggested that they would consider either link road option, but one of the two land developers would prefer Option 1. The deliverability case scoring has been increased for Pewsham link Option 1.

Both land developers indicated that both link roads could be delivered, and one could be as an access road as part of the future developments.

Both Pewsham Link Options have the opportunity to come forward as the best fit option. Pewsham Link Option 1 has been taken forward as it has the best connectivity and is preferred by land promoters / developers.

Table 0-1 - Amended Second Sift All Options Summary
(Update to Table 10-28 of the OAR)

Appendix A

TRANSPORT OPTION	Strategic Case	Delivery Case	Environmental Assessment Case	Financial Case	Commercial Case	OAR Best Fit Option	Post-consultation Best Fit Option?
	Overall Strategic impact (1 to 5)	Overall Deliverability (1 to 5)	Overall environmental impact (1 to 5)	Affordability and overall cost risk	Flexibility of option		
ZONE 1: Option A	3.3	3.0	2.8	1, Very High Cost + Risk	3, Reasonable level of flexibility	No	No
ZONE 1: Option B	3.7	3.3	2.9	1, Very High Cost + Risk	3, Reasonable level of flexibility	No	Yes
ZONE 1: Option C	4.0	2.3	2.8	2, High Cost + Risk	3, Reasonable level of flexibility	Yes	No
ZONE 2: Option A	3.3	2.7	2.8	4, Medium Cost + Risk	3, Reasonable level of flexibility	No	No
ZONE 2: Option B	4.0	3.2	2.8	4, Medium Cost + Risk	3, Reasonable level of flexibility	No	Yes
ZONE 2: Option C	4.0	3.1	2.8	4, Medium Cost + Risk	3, Reasonable level of flexibility	Yes	No
ZONE 3: Option A	3.3	2.7	2.7	4, Medium Cost + Risk	3, Reasonable level of flexibility	No	No
ZONE 3: Option B	3.7	3.3	2.9	4, Medium Cost + Risk	3, Reasonable level of flexibility	Yes	Yes
ZONE 3: Option C	4.0	2.7	2.8	5, Low Cost + Risk	3, Reasonable level of flexibility	Yes	Yes
ZONE 4: Option A	3.3	2.7	2.7	3, Medium Cost + High Risk	3, Reasonable level of flexibility	No	No
ZONE 4: Option B	3.3	3.3	2.7	3, Medium Cost + High Risk	3, Reasonable level of flexibility	No	Yes
ZONE 4: Option C	4.0	1.0	3.0	3, Medium Cost + High Risk	3, Reasonable level of flexibility	Yes	No
ZONE 5: All Options	4.0	3.7		5, Low Cost + Risk	3, Reasonable level of flexibility	Yes	Yes
Pewsham Link 1	4.0	3.3	2.6	5, Low Cost + Risk	3, Reasonable level of flexibility	No	Yes
Pewsham Link 3	3.7	3.0	2.9	5, Low Cost + Risk	3, Reasonable level of flexibility	Yes	Yes

Table 0-2 - Amended Second Sift Best Fit Options Summary
(Update to Table 10-29 of the OAR)

TRANSPORT OPTION	Strategic Case	Delivery Case	Environmental Assessment Case	Financial Case	Commercial Case	OAR Best Fit Option	Post-consultation Best Fit Option?
	Overall Strategic impact (1 to 5)	Overall Deliverability (1 to 5)	Overall environmental impact (1 to 5)	Affordability and overall cost risk	Flexibility of option		
ZONE 1: Option B	3.7	3.3	2.9	1, Very High Cost + Risk	3, Reasonable level of flexibility	No	Yes
ZONE 2: Option B	4.0	3.2	2.8	4, Medium Cost + Risk	3, Reasonable level of flexibility	No	Yes
ZONE 3: Option B & C Hybrid	4.0	4.0	3.0	4, Medium Cost + Risk	3, Reasonable level of flexibility	Yes	Yes
ZONE 4: Option B	3.3	3.3	2.7	3, Medium Cost + High Risk	3, Reasonable level of flexibility	No	Yes
ZONE 5: All Options	4.0	3.7		5, Low Cost + Risk	3, Reasonable level of flexibility	Yes	Yes
Pewsham Link 1	4.0	3.3	2.6	5, Low Cost + Risk	3, Reasonable level of flexibility	No	Yes

6. Next Steps

The options assessment report identified a number of actions to inform a preferred option to progress to planning. A number of actions are still in progress: -

- Field Surveys
- Funding review
- Programme review
- Land agreements

Appendix A

Consultation on the framework masterplan for Future Chippenham is scheduled for late Summer / Autumn 2021.

This further consultation and review may consider a phased or segregated approach to deliver the distributor road / Pewsham link road and may further influence the preferred route option to progress to planning.

Figure 6-1 – Future Chippenham Southern Distributor Road Preferred Option

