

Future **Chippenham**

Connecting our communities

Future Chippenham Road Route Options

Consultation Feedback Report

Appendices: A to V

July 2021

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Appendix A

Responses to Question 5 – ‘Other’

The table below itemises the individual points raised in answer to Question 5, ‘Other’. The number of times the same point was raised is denoted in the right hand column of the table. An individual consultation response may have included a number of separate points and in these instances all points are recorded separately.

Question 5: ‘Other’ feedback	Number of responses
To not build the road.	221
To avoid landscape impacts/preserve landscape setting.	36
To not build any new houses.	21
To stop urban sprawl/prevent overdevelopment of Chippenham.	15
To preserve agricultural land.	14
To reduce/avoid increasing traffic.	9
To prioritise the climate emergency response.	9
To protect wildlife and habitats.	9
To reduce vehicle usage/reduce commuting.	8
To consider impacts on existing residents’ quality of life	6
To preserve the Green Belt	5
To support, facilitate and invest in walking	5
To support public health/wellbeing.	5
To protect footpaths and cycle paths.	4
To consider the latest evidence.	4
To await the outcome of the Local Plan review before proceeding.	3
To prioritise brownfield land.	3
To maintain the market town character of Chippenham.	3
To protect the Chippenham/Calne cycle track.	3
To invest in sustainable transport/public transport infrastructure.	3
To support, facilitate and invest in cycling.	3
To make Chippenham a sustainable town.	3
To consider the impacts of/reduce light pollution.	3
To prioritise food security.	3
To avoid impacts on existing businesses/farms.	3
To avoid impacting amenity for nearby residents.	3
To provide new homes.	2
To proceed only if there is local support.	2
To avoid impacts on surrounding villages.	2
To reduce cross town traffic.	2
To utilise/maintain the existing highways.	2
To give due consideration to the appearance of the new road/bridges.	2
To avoid impacts on flooding/water quality downstream.	2
To avoid heritage impacts/preserve heritage assets.	2
To consider impacts on existing services and infrastructure.	2

To consider costs and value.	2
To present the development proposals as a whole, not just the road element.	2
To ensure the route of the road is deliverable.	1
To ensure compliance with made neighbourhood plans.	1
To maintain village identity of Pewsham.	1
To maintain access to the countryside.	1
To consider likely future trends in car ownership and ways of working.	1
To promote safe, healthy, and environmentally sustainable travel to/from Abbeyfield School.	1
To facilitate rational, efficient, and reliable public transport access to new development.	1
To reallocate road space in and approaching the town centre on key routes to buses and cycling priority, in line with the Local Plan Transport Review report.	1
To invest in electric vehicle infrastructure.	1
To improve links around Chippenham.	1
To clarify whether the road will function as a distributor road or a link road.	1
To provide underpasses or bridges crossing Stanley Lane, rather than pedestrian crossings.	1
To make Monkton Park more accessible for emergency services.	1
To consider alternative route as per 2017 planning permission for Rowden Park.	1
To consider alternative link route from Avenue La Fleche to A4 Bath Road at Rowden Surgery.	1
To make the southern element of the road capable of carrying high traffic volumes.	1
To improve availability/accessibility of town centre parking.	1
To enable future proofing.	1
To ensure green credentials of new development.	1
To reduce reliance on fossil fuels.	1
To reduce carbon emissions.	1
To reduce pollution.	1
To preserve the canal.	1
To take into account a lack of local jobs.	1
To improve recreational facilities in Chippenham.	1
To protect Stanley Park.	1
To consider evidence arising from the results of the 2021 Census.	1
To consider alternative town expansion to the west.	1
To delay the consultation until face-to-face meeting restrictions are lifted.	1

Appendix B

Responses to Question 6/email or letter responses relating to Important Issues and other matters

The tables below itemise the summarised individual points raised in answer to Question 6 or submitted by email or letter, addressing the Important Issues and other matters. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 6/Email/letter responses: Theme – Transport Appendix B1	No of responses
<i>Sustainable Transport</i>	
Concerns about the loss of/dissection of accessible leisure, recreation space, footpaths, and cycle ways etc. in the area, e.g. the old railway line, Wilts and Berks canal and towpath, the 403 Sustrans cycle path/North Rivers cycle path.	159
Concern that the proposals promote unsustainable commuting patterns/promote a high level of car dependency/concerns shared by Calne Without Parish Council.	99
Delivery of sustainable transport/modal shift is a high priority/A sustainable transport strategy should be developed for this site/for Chippenham/The council should be seeking ways reduce the number of cars on the road.	54
Investment is needed on improving public transport and cycle and walking routes/sustainable transport, e.g. improving existing routes, removing congestion, improving/segregating cycling routes, upgrading bridle paths and byways for active travel improving bus services, subsidising and improving train connections.	36
Concern that because of the development people will have to drive/travel further to be able to access the countryside.	27
The needs of pedestrians and cyclists must be accommodated for, improved and well maintained/cycling and walking should be encouraged, to support green local travel and improve connectivity.	26
Support people to get out of their cars by investing in better and affordable public transport.	24
Any new housing needs to deliver public transport infrastructure so that fewer cars are required.	11
Concern that none of the road route options prioritise sustainable transport objectives.	8
Request the delivery of extensions/improvements to bus lanes and bus routes/ Concern that the plans make no mention of improving public transport links.	8
There is a need to ensure that safe accesses are provided for existing footpaths/cycle paths across the new roads, e.g. overpasses/underpasses/Request for no at grade crossings.	7
The move to electric vehicles alone cannot be relied on as a means of reducing carbon emissions.	6

Did not support/Did not feel enough consultation was carried out on recent installation of a cycle paths at Bristol Road/Station Hill.	4
Concern that parts of the site/the south of the development site will be too far from the station to walk or cycle.	4
Corsham train station should be re-opened.	4
Electric cars should be supported/subsidised.	3
There should be incentives for/encouragement of shared car ownership.	2
It is unclear if the new road will include a segregated cycle lane along its whole route/The new road should have dedicated separate cycle paths.	2
Request that investment be made on the protection/upgrade local connectivity assets like the route between Calne and Chippenham, old railway line, canal.	2
Accessibility to PROWS should be improved.	2
Concern that footpaths and cycle ways may be closed/rerouted for long periods of time during construction.	2
Investment and modernisation of bus and train infrastructure is needed to improve its appeal.	2
The proposals should consider and accommodate for the potential future reinstatement of the former railway line between Chippenham and Calne/concern that this could be blocked.	2
Concern that trains are already full and there is little scope to increase capacity without significant investment.	2
It is not clear how Stanley Lane will be crossed.	2
Concern that Wiltshire Council has a track record of failed road schemes/developments/other new developments in the area have narrow and poor quality roads, and suffer from overcrowding of parked cars	2
Query as to whether the rail and river authorities have agreed to the construction of new bridges/concern that there has not been agreement.	2
Request that the council work with the Chippenham cycling network group to deliver their cycle route plan for Chippenham	1
Concern that the presence of the river Avon, the railway line, and the flood plain present barriers to delivering direct/efficient sustainable transport links.	1
The development of the southern element of the distributor road should be delayed while sustainable transport measures are prioritised.	1
Changes are needed at national level to how sustainable transport is delivered and achieved.	1
The Environment Agency request that the road scheme contribute to green infrastructure links for pedestrians, cyclists, and public transport.	1
The council should encourage cycling uptake through training, travel plans, bike clubs, route maps, events, and physical infrastructure.	1
It is not clear what funding is available for delivery of sustainable travel improvements.	1
Request that at least 10% of the cost of the distributor road be secured for sustainable travel improvements.	1

There should be a target of at least 50% of all journeys and 80% of school children going to school being either walking or cycling within 10 years.	1
Abbeyfield School draw attention to the sustainable transport objectives of their adopted Travel Plan (Dec 2020).	1
Greater investment in carbon neutral sustainable transport infrastructure is needed.	1
Concern that the new road will have no pavements.	1
Query whether the funding will provide for safe cycle routes from Rawlings Green and the new development site to the town centre and train station.	1
The National Trust would like to see improved off-road/safe walking and cycling routes from Chippenham rail station to Lacock	1
Calne Parish Council consider that investment should be made into improving bus services and cycle infrastructure.	1
It is anticipated that because of changing working patterns following COVID-19, a reduced demand for trains will be experienced over the long term with a subsequent drop in town centre traffic as a result.	1
North West Wiltshire Ramblers raise concerns regarding potential restrictions to access/disconnections to the right of way network because of the development of a major road.	1
Concern that adding any junctions at Stanley Lane will make the Chippenham Half Marathon route no longer possible. Bridges or tunnels should be built here instead to facilitate the crossing.	1
All common land should be publicly assessable.	1
Wilts & Berks Canal Trust comment that the current and potentially extended Canal provides important opportunities to increase public access to the countryside. The Trust would welcome engagement with the Future Chippenham team to identify walking and cycling access improvements that could be incorporated.	1
Concern that inadequately consideration has been given to the requirements of the RTPI's research paper 'Net Zero Transport: The role of spatial planning and place-based solutions'.	1
Request for improvement to cycle/pedestrian infrastructure in Showell.	1
Comment that there is not a safe way for cyclists from the town centre to Langley Road; Cocklebury Lane is not practical in the winter or when wet.	1
Concern that cycling from the town centre to the Bath Road feels unsafe.	1
Disappointed that the bike lane on Bristol Road was removed.	1
North West Wiltshire Ramblers note that on the A429 there is only one pedestrian refuge (at Lower Stanton St Quintin) between M4 and Malmesbury – 8km of road. Only short sections of pavement, usually within settlements, so impossible to walk from one to the next (ditches on either side of road).	1
North West Wiltshire Ramblers note that on the A350 there are no pedestrian crossings at Lacock, Frogwell (Chippenham Rugby Club), Malmesbury Road, Plough Lane – that is 4 safe crossings in over 12km of road. Wide verges but mainly too rough to walk along.	1

North West Wiltshire Ramblers notes that on the A420 there are no safe crossing points between county boundary and Hathaway medical centre – 11.2km. Wide verges but overgrown and often impassable.	1
North West Wiltshire Ramblers note that on the A4 there is no footway between Corsham and Chippenham, 2.3km; Pewsham Way bypass – pedestrian refuges do not align with rights of way; between Stanley Lane (access to Abbeywood School) and new pedestrian crossing at Derry Hill, there are no safe crossing points - 3.3km of road. Footway between Pewsham and Derry Hill and on to Calne (although changes side of road at Chilvester Hill with no safe crossing and missing section between Greenacres Way and Springfields Academy, 170m). Footway along most of A4 from Calne to Beckington except 730m section north of White Horse plantation. Footway from BANES County boundary into Box, missing 0.5km section through Box Hill then resumes to Corsham. North Chippenham Spine road – first section crosses three footpaths – campaigning has led to one pedestrian refuge on the route.	1
North West Wiltshire Ramblers note that the M4 is crossed/underpassed by 12 roads, 6 bridleways, 2 footpaths, 1 track. M4 truncates 4 bridleways, 7 footpaths and 1 cycleway. Some footpaths rerouted to other crossings; 3 diversions of over a kilometre, one of 2 kilometre.	1
Request the delivery of Park & Ride facility.	1
Concern that the site will have an unsuitable layout for bus transport due to low densities and indirect routes. Bus routes will be slow/indirect.	1
Stagecoach West note that there are tensions between the function of the new road as a means to relieve traffic congestion from the town centre, and the need to serve a large new development site, which will have implications for bus infrastructure. The capability of accommodating a well functioning bus network should be a key consideration in the design process. Detailed design recommendations are provided.	1
Any new bus stops need to be within a close enough walking distance to encourage people to opt for this form of transport.	1
Bus services need to be frequent enough to encourage people to opt for this form of transport.	1
Concern that even with available bus services if people have the availability/convenience of their own transport, they will not use buses, especially if they combine commuting with shopping.	1
Consider implementing a tram system, to link the new development to the town centre.	1
Concern that the PEAOR assessment criteria are unrelated to the Local Transport Plan objectives.	1
In terms of transport, the development should be guided by the 'decide and provide' principle rather than 'predict and provide' (Ref. TRICS Guidance 20121 Decide and Provide).	1
Concern that Wiltshire Council spend a disproportionate amount of funding on road schemes.	1
Query whether there will only be one relief road to serve 7,500 houses, or whether more roads might be introduced in the future.	1

An additional road crossing over the river is needed.	1
The PAEOR should cite the objective that the road “Better the Case for an A350 dual carriageway Poole to M4” as this lies behind this scheme.	1
Concern figures for the number of extra car, van and lorry journeys that will result from the development have not been shared. Worst case scenario figures should be included in the PEAOR.	1
Request to know what distance the new road will cover.	1
A landowner/developer comments that the route of the link road must be deliverable and so must follow a route that enables it to be viably constructed.	1
Do not support highway works undertaken at Little George roundabout.	1
Concern that more new roads will result in more potholes.	1
The road should have capacity for a high volume of traffic at a low speeds, suitable for residential and commercial areas.	1
Query whether the development will deliver low traffic neighbourhoods, and where these will be.	1
Concern that the proposed roundabouts will impede access to Spires View.	1
Request to know how many roundabouts and sets of traffic lights are proposed.	1
If traffic congestion was an issue, Wiltshire Council should have refused planning permission for the recycling facility at Lower Compton.	1
In 2017 when outline planning permission for the Rowden Park development was granted it reserved a right of way for a southern link road. Query why this option was not considered and assessed in the Options Assessment Report.	1
Request to know if the 2018 CIHT guidance on Buses in Urban Developments has been/will be taken into consideration.	1
<i>Town centre traffic, congestion, and journey times</i>	
Concern that the road and large number of new homes will worsen congestion in Chippenham/make through traffic worse/Concerns shared by Chippenham Town Council, Calne Without Parish Council, Bremhill Parish Council.	185
Concern that the evidence does not reflect changing work/travel patterns e.g. the COVID-19 pandemic has changed the way people work/The need for the development/evidence papers should be reviewed in light of this/Concern also shared by Calne Parish Council.	84
Concern that there is published evidence to demonstrate that new roads create more traffic rather than reducing congestion/Concern also raised by Calne Without Parish Council.	35
The council have been unclear about the functional purpose of the road as either a relief road/bypass or a distributor road.	24
There is already a functioning relief road/bypass (A350)/A new bypass is not needed.	24
There is not currently a problem with congestion in Chippenham/other towns have worse congestion, and so the new road is not justified.	22
Problems of accessibility and congestion in the Monkton Park/Train Station/Station Hill area need to be addressed.	18

Concern that the development will increase congestion in other places (Pewsham, Calne, Derry Hill, Studley, Sandy Lane, Melksham, Beanacre, Semington, Devizes, routes to Bath/Bristol)	13
There is a need to ease congestion/air pollution in the town centre.	11
Constructing new highways and increasing the capacity of the road network/decreasing road journey times could encourage more people to drive, counter to the goals of meeting the climate emergency.	10
Suggestion that the new road should just provide a short link road from the A350/Lackham roundabout to Avenue La Fleche.	9
Concern that the development will increase congestion on local country/rural roads which are unsuitable for an increase in traffic/concerns regarding traffic impacts on rural roads shared by Calne Parish Council.	8
Concern that traffic impacts have not been assessed or are out of date/Insufficient traffic modelling information is provided/Calne Town Council and Calne Without Parish Council raise concern about the lack of available information regarding traffic impacts.	8
The new road needs to resolve traffic congestion in Chippenham centre (e.g. the Bridge Centre/New Road bottlenecks).	7
The cost/impact of the project could be reduced by utilising and integrating the Pewsham A4 ring road more effectively into the proposals.	7
The better/easier/cheaper option would be to upgrade the whole of the A350 making it dual carriageway.	7
Do not agree that the road will give better access to the A350 and M4 because by design it will have a low speed limit and a longer route through residential areas, away from the M4/A350.	7
Concern that congestion in the town centre and on Station Hill/Cocklebury Road will be made worse because of commuter traffic/Concern also shared by Calne Parish Council.	5
Kington St Michael Parish Council/Langley Burrell Without Parish Council/Dauntsey Parish Council/Seagry Parish Council/Chippenham Without Parish Council considers the proposals for Chippenham's expansion served by single carriage distribution road are flawed and the Local Plan should instead determine a long term policy aspiration for an eastern relief link road similar to the A350.	5
Concern about highways safety from speeding traffic/potential increase in accidents and road deaths.	5
There is a lack of alternative route options for HGVs routing through Chippenham.	4
Concern that the new road will create a shortcut between the A4 East and M4 junction 17, leading to additional traffic routing through Calne.	3
The project should not be justified by improving journey times.	3
An alternative option of a short link road from St. Luke's Drive/A4 Bath Road/Rowden Hill to Avenue La Fleche should be considered.	3
The project needs to demonstrate that the impacts on wider parts of North Wilts area have been considered, not just at Chippenham/Concern also shared by Calne Parish Council.	3
Evidence must reflect the rising popularity of online shopping and the resultant reduction in shopping trips as a result.	3

The only road needed is from A350 (south of Chippenham) to A4, to ease traffic east to west.	3
A new road will alleviate pressure of traffic using country lanes to bypass the town e.g. East Tytherton, Tytherton Lucas, Studley.	2
Consideration should be given to the fact that the site is closer to Derry Hill and Studley than to Chippenham town centre, and these areas already have major capacity issues/Concern also shared by Calne Parish Council.	2
Concern that the phased development of the new road means the development will not immediately alleviate congestion, meaning more congestion as houses and the road are built.	2
Congestion and infrastructure are the most significant issue and by addressing this, the other issues listed can also be addressed.	2
All that may be needed is an improvement to the A4 Bridge roundabout to the new improved A350 roundabout.	2
Through traffic needs to be taken away from the town centre/Avenue La Fleche to reduce congestion/improve journey times.	2
Request to know what modelling has been undertaken to assess impact of traffic joining at Lackham roundabout and onwards on the A350.	2
The transport modelling described in the Economic Assessment section is inadequate/Concerns also shared by Calne Parish Council.	2
Concerns about increased use of Hill Corner Road as a rat run.	2
Concern that the new road will be used as a cut through/rat run.	2
All that is needed is a road from the north/Birds Marsh/Parsonage Way to the A4.	2
The current bypass has not helped with connection in Chippenham	2
Concern that the road would be used by people travelling between the M4 and A4, which result in a busy/noisy route, in an unsuitable location.	2
Concern that speeds limits are unlikely to be adhered to.	2
Calne Town Council raise concerns about the impact of the wider development on businesses and congestion in Calne.	1
Much of the traffic congestion in the centre of Chippenham is down to commuting and people working in Chippenham, and therefore the new road would have little impact.	1
Concern that the development/road will increase congestion on the A350 southwards, particularly in peak periods for those commuting to places south of Chippenham.	1
Concern that the development would lead to an increase in traffic on the north and south edges where the 2 bypass roads join/split.	1
Concern that the development will exacerbate the problem of Lowden being used as a rat run.	1
Concern that the development will exacerbate the problem of Bath Road being used as a rat run.	1
Congestion would be better in town if the High Street was not closed to traffic and would be better for businesses.	1
The roads through central Chippenham are too narrow to be able to take additional traffic generated by this development.	1
The infrastructure that accompanies any new houses should be designed to significantly improve traffic flow.	1

There is a need to reduce traffic through the town centre to enhance the quality of the environment and benefit the environment along the river corridor.	1
The distributor road is critical to ensure the region can support growth and relieve pressure of traffic across Chippenham.	1
An alternative option of a short link road between Pewsham Way to behind the hospital should be considered.	1
Suggestion that the new road should just provide is a short link road south of the courthouse roundabout to Lackham.	1
An essential part of this road scheme is crossing the river from Lackham to Pewsham bypass, taking south and west-bound traffic away from the town centre, stopping Lacock being used as a cut through to Calne, Marlborough, Devizes, and Salisbury.	1
Journey times and congestion between Chippenham and Calne, Bath, Pewsham, Bath could be improved.	1
The new road will make travelling to/from Corsham easier.	1
Calne Parish Council note a concern that the transport modelling does not account for traffic implications associated with employment development.	1
Shuttle bus services should be provided to Chippenham train station to alleviate traffic congestion in the town centre.	1
Traffic congestion is a problem in the Park Lane area due to a lack of options for crossing the railway line. A railway crossing on the east side of town could alleviate congestion.	1
Concern about congestion on London Road between Avenue La Fleche and Pewsham Way, which would become the most direct route from a large part of the north eastern development to the town centre. The street is residential and an important walking route to town and Abbeyfield school. It is a high speed road. Will there be measures put in place to manage traffic on this road?	1
Concern that the development will create congestion/bottle neck outside Lackham Campus.	1
Concern that the road will increase traffic use along the B4069, with negative impacts on Hill Corner, Jacksom's Lane, and Kington Langley.	1
All the distributor road options run North-South whereas Chippenham's main source of congestion is West-East traffic on the A4 coming into the Bridge Centre gyratory system.	1
A distribution road cannot alleviate the current rush hour situation experienced at well known congestion points, such as existing roundabouts close to Morrisons Supermarket, Bumpers Farm, McDonalds, Lackham.	1
The proposed new roundabout on the London Road A4 will only serve to move congestion from Pewsham roundabout a short distance further along A4.	1
Concern that the development will lead to more traffic on London Road, not on the new road.	1
Taking traffic off the A420 is vital as becoming increasingly residential in character. Road is heavily used by commuters and school traffic, already creating traffic and noise. Further increases in traffic will make the route even more congested.	1
There are pedestrian road safety issues to be resolved on the A420 which is heavily used by pedestrians (incl. school children). E.g. footpaths not wide enough, lack of cycle ways. They are unsuitable for its present use, let alone an increase in use.	1

London road is often road of choice rather than Avenue La Fleche.	1
It is unclear what the need is for the new road route to link up with the A4 towards Calne as this isn't a busy route and is well served by the road running around the Pewsham estate.	1
Suggestion that it would be cheaper to reconfigure the A4 through central Chippenham to give priority to the A4, thus promoting the use of the A350. This would need some widening of the road past B&Q and under the railway.	1
Safety concerns for cyclists and pedestrians in Showell due to high instance of speeding and lack of crossing facilities.	1
Expanding the A4 route would be a better solution.	1
It is not clear what the justification is for the road link from the A4 to the A350 to the south.	1
Linking the A4 east of Chippenham to the A350 south near Lackham is not justified due to the majority of A4 west-bound through-traffic wanting to access either the M4 via M4 J17, the A420 or A4, not the A350 south.	1
In place of any of the proposals a new road should link Forest Gate to the A350 at Lackham, to enable A4 traffic towards Bath and A350 South avoiding the centre of Chippenham.	1
If a bypass is needed, this should come off the A350 just before Lackham Agricultural College, a continued road from the motorway going west.	1
The A350 was recently duelled and has already relieved traffic congestion.	1
A ring road would help to move traffic out of built up areas to the benefit of all residents.	1
Chippenham must have a complete outer ring road before further housing is built.	1
The distributor road should act as a link/artery for Chippenham to serve new and existing residential/employment areas. It should not act as a bypass or exaggerate historic 'donut' development model around the town.	1
If the road is built it should be built as a bypass with higher speed limits and proper grade separation, to serve people coming from A4 Calne direction to the A350/M4.	1
Instead a bypass should be delivered taking traffic from Eastern A4 to a connection with the M4	1
There is a case for a bypass in this location. It should go here to avoid the need for a wider route around this development in future.	1
Money should be spent on a bypass around Westbury instead.	1
A new road around Devizes should also be considered.	1
The only place that needs an eastern bypass is Calne.	1
The new route needs to be well aligned and capable of a safe speed, e.g. 40mph.	1
Development of the road must be future proofed to accommodate technological advancements in travel, e.g. automated vehicles.	1

Question 6/Email letter responses: Theme – Climate change and flooding Appendix B2	No of responses
<i>Climate change</i>	

The council need to respond to the climate and ecological emergencies, which means not building the road/The scheme does not align with the council's climate emergency commitments/The project is incompatible with meeting a sustainable zero carbon future by 2030/the development is unsustainable/Concerns shared by Calne Parish Council.	229
Concern that the carbon cost of the project will be high/carbon emissions/greenhouse gas emissions will be high/Concern also shared by Chippenham Town Council, Calne Parish Council.	94
The council should leave a better legacy to future generations/countryside and wildlife should be protected for future generations/reflects badly on the commitment of the council to acting on the climate and ecological emergency.	41
To address the climate emergency, humans need to change behaviour/continued growth is not sustainable.	15
Developing this area will remove a natural carbon sink.	14
Concern that the overall carbon and ecological costs of the scheme have not been provided/carbon emission impacts are unknown and cannot be assessed/a detailed carbon budget setting out climate damage, impacts on carbon absorption etc. should be provided.	13
The high carbon cost of the project undermines efforts made by local people to cut their own carbon footprints.	5
It is not clear how the project will deliver the stated Environmental Objective 'through infrastructure-led delivery seek opportunities to reduce the carbon footprint of the road and scheme'.	4
Climate change and biodiversity are the most important priorities.	4
Concern that the consultation material is greenwashing/cannot achieve the green credentials stated.	3
Concern that the construction of roads over flood plain will greatly increase the monetary and carbon cost of the project.	2
Any negative environmental impacts need to be minimised/offset.	2
Request that no solar farms are built.	2
Query whether the council have calculated a strategy to net zero emissions in 9 years' time, and yearly carbon budgets.	2
Concern that since the declaration of the climate emergency there has been insufficient communication to the public on how the council plans to address this/no published Climate Strategy.	2
The project reports do not address the UN Sustainable Development Goals (SDGs) which are fundamental to demonstrating how a project is contributing to sustainable development.	1
If the council proceed with the Future Chippenham project, then it should withdraw its declaration of a climate emergency.	1
The road must facilitate exemplary, environmentally sustainable development offering zero carbon development.	1
The carbon impacts of the road could be minimised by keeping the speed limit to a minimum, 30mph or less.	1
Request that the carbon cost of the project be made clear enough for the average person to fully understand.	1

The National Trust comment that climate change is the biggest threat to historic landscapes and houses cared for by the National Trust and would like to see tackling climate change and minimising environmental impact as key to decision-making.	1
Concern about soil degradation caused by the development.	1
Request that the figures quoted in para 3.12 of the PEAOR are expressed in term are that are easy to understand by the average person, in terms of the scale of change needed to address the climate crisis.	1
At para 3.12.1 of the PEAOR, reference should be added to the Global Total and the UK Background annual CO2e emissions.	1
At para 3.12.12 of the PEAOR, reference should be added to preliminary CO2 emissions estimations of each of the road schemes presented alongside a Negative Emissions (CO2e sequestration) estimation and a Carbon cost estimation. To include estimations from carbon emitted from site clearance, excavation, materials, and construction prior to opening and then all emissions from annual operation to 2050.	1
Concern about the word 'could' in the statement the new road could offer opportunities for sustainable communities.	1
Concern that climate change is one the 'next steps' proposed in Section 4.4 of the Transport Review, suggesting that carbon impacts of the proposed road have not been considered.	1
The Local Transport Plan is based on out-dated assumptions and does not mention how climate change policies could affect future traffic patterns.	1
Flooding	
General objection to development on flood plains/General concerns that the development will exacerbate flood risk/is not suitable in light of increasing flood risk as a result of climate change.	64
Concerns that the development may result in increased surface water runoff/flood risk in specific areas, e.g. Maud Heath's Causeway, Langley Burrell, the Westmead area of Chippenham, and the bottom of Chippenham High Street and town centre, Lacock, Reybridge, upstream of the Avon and Marden rivers, towards Melksham, towards Bath, towards Bradford on Avon, Spires View, Hardens Mead.	16
Concerns raised about the impact of the development on the water table/concern about impact of further water being sourced from boreholes and subsequent impacts on the water table and local flora and fauna.	4
Concern about the effectiveness of sustainable drainage systems /emerging technology.	4
Concern about the development's impact on water quality.	2
Concern that there has been no flood risk assessment undertaken, including assessment of impacts of climate change.	2
The Environment Agency advise that the development should seek to minimise impacts on watercourses by aiming for fewest overall river crossings with the smallest possible width crossing the channels/floodplain in a way that does not impede flood flow, interfere with the natural behaviour of the channels or create any barrier to the movement of wildlife. To achieve this a hybrid of options A and B is preferred.	1

The Environment Agency note that development of road infrastructure must not increase flood risk elsewhere, and under the NPPF should deliver flood risk betterment overall.	1
Concern that some of the development area is on land that is designated for use as a flood plain.	1
Concern that housing built on flood-prone land can be at risk of subsidence in the future.	1
Object to the council draining land to help developers avoid costs, a misuse of public money.	1
Concern that this project will be counterproductive to the Avon Needs Trees tree planting scheme on the outskirts of Calne that seeks to increase water absorption/storage capacity downstream.	1
Wilts & Berks Canal Trust (WBCT) welcome engagement regarding the Canal's potential to accept additional surface water run-off.	1

Question 6/Email letter responses: Theme – Pollution and air quality Appendix B3	No of responses
<i>Pollution and air quality</i>	
Concerns that the development/new road will create or exacerbate air pollution in the area/Concerns about impacts on air quality also shared by Calne Parish Council and Bremhill Parish Council.	151
Concern that the development will create or add to noise pollution issues for humans and wildlife/impacts on tranquillity/Concerns shared by Calne Parish Council and Bremhill Parish Council.	59
Development/the road will create light pollution with negative impacts for humans/wildlife/Concern also shared by Calne Without Parish Council and Bremhill Parish Council.	23
Concern about the potential increase in litter in the environment/more waste generated.	6
Concerns surrounding the risk of toxic/harmful water run off on the land and rivers.	4
Concern that the impacts of increased air pollution will be felt in Chippenham due to predominant south/southwest winds.	3
Chippenham has no Air Quality Management Areas and no locations recorded as failing current UK Air Quality Standards, so there is no sustainable air quality improvement argument to support the construction of the distributor road.	1
Request that trees be retained to curtail air pollution.	1
Improved access to safe sustainable transport options would improve air quality as a result of less traffic on the roads.	1
The new road should be routed around newly built-up areas rather than through them to minimise noise/air pollution impacts.	1
A reduction in air/noise pollution should be intrinsic in the design.	1
Currently, noise from the A roads in and around Chippenham blights many parts of the town – future development should mitigate this so far as possible.	1
Concern that the development will create too much disruption to existing residents.	1

The consultation material makes no reference to the potential visual/noise/pollution impacts on Monkton Park.	1
At para 3.9.1 of the PEAOR, the word “may” should be replaced by “will”, as the scheme will lead to greater quantities of waste being generated.	1
The council should implement clean air zones/limit the number of vehicles traveling through Wiltshire/introduce a road pricing scheme for the most polluting vehicles.	1

Question 6/Email letter responses: Theme - Ecology Appendix B4	No of responses
Ecology	
Concern that the development/road will harm the natural environment/biodiversity/habitats relied on by UK plant, animal and insect species/Will result in further decline of at risk species/Concerns shared by Chippenham Town Council, Calne Town Council, Calne Without Parish Council, Bremhill Parish Council.	285
The assessment of suitability of the development site should consider in the balance the loss of valuable ‘natural capital’/value as an asset not linked to GDP.	12
Roads are barriers to connectivity and hazardous to wildlife and can destroy/fragment wildlife habitats/isolate gene pools/Habitat fragmentation concerns are also shared by Calne Parish Council.	11
The development should achieve biodiversity net gain/overall improvements to biodiversity/Concern that this won’t be achieved.	8
Concern that field surveys have not been carried out, e.g. on key species of concern/key habitats.	8
Chippenham/Wiltshire is already depleted of biodiversity, which will be made worse by this project/Recent developments at Chippenham have already resulted in irreversible damage to wildlife and the environment.	5
It is considered that schemes such as Future Chippenham are the reason for the ecological crisis.	4
Habitat mitigation or moving wildlife is not a reasonable alternative to maintaining existing habitats in situ.	4
Green corridors should connect green spaces and wildlife areas for both wildlife and people.	3
Consideration needs to be given to economic costs associated with collisions between vehicles and wildlife.	3
Concern that bird and mammal populations will be put at risk from domestic cats from the new development.	3
Concern that the road plans do not provide any alternative space for biodiversity as mitigation for loss of habitat.	2
Concern that the development could negatively impact on foraging habitat for bat populations recorded within the Bath and Bradford on Avon Special Area of Conservation.	2
Concern about the impacts of the project in terms of nitrate deposition/nitrate content.	2

Concern about the potential for harmful habitat disturbance, injury, and death during works in the construction phase.	1
Chippenham Sailing & Canoeing Club express concerns about potential impacts on the ecology of the river in wilder areas away from publicly accessible areas.	1
The Environment Agency comment that where impacts on river habitats cannot be avoided, these will need to be mitigated for and net gains to biodiversity provided. River restoration and expanding the river park through the town and beyond are some of the ways this could be achieved. Mitigation could include a contribution to longer term options to replace the radial gate and weir in the town centre that are near the end of their design lives. This would improve biodiversity (especially fish passage), provide increased amenity value and enable increased planting within the river corridor. It would reduce the risk of flooding to the town centre if the radial gate were to fail in the future and also help mitigate the impacts of climate change.	1
Request that the new road include green avenues on both sides for people and wildlife, to be managed by funded rangers or wardens.	1
Improving access to safe sustainable transport options (e.g. walking, running, and cycling) would benefit biodiversity because of less traffic on the roads.	1
Building the road would be against the recommendations in the Lawton 2010 report Making Space for Nature.	1
Concern that increased population will lead to increase visitor pressure on designated and local wildlife sites in the area.	1
Concern that the development will undo the remedial works that have been undertaken to improve the river Marden habitat for brown trout.	1
An 'Ecological Death Budget' should be provided to quantify and assess impact of harm to biodiversity.	1
Concern that the PEAOR does not assess the 'significant negative effects' of developing on open countryside and subsequent removal of biodiversity, soil carbon sequestration, energy potential, community asset value.	1
The PEAOR's assessment of population at para 3.10 should also account for the biosphere population e.g. flora, fauna, insects, birds, bacteria, and fungus.	1
Object to the approach set out in the PEAOR which considers environmental value only from the perspective of humans, not other life forms.	1
Terminology used in the PAEOR, 'development land' and 'unlocking the delivery of homes in Chippenham for the next 30 years'... shows a bias in favour of the development. The document fails to recognise value in nature, only value in development.	1
Concern about the impacts of the project in terms of phosphate release into the environment.	1
The Environment Agency note that there are several smaller 'ordinary' watercourses on the site which benefit biodiversity and water quality and would be impacted by all route options. Impacts on these water courses must be avoided and then minimised. A Water Framework Directive (WFD) assessment will be required considering all the affected watercourses. Where crossings are required these should be designed with the natural environment in mind, with consideration to the Nature Recovery Network and provide suitable access for wildlife.	1
Concern that enforcement of planning conditions does not routinely happen which allows developers to cut corners with respect to biodiversity.	1

Concern that the proposals conflict with WCS Core Policy 50 'Biodiversity and Geodiversity'	1
Concern that the development could have a detrimental/isolating impact on the Monkton Park wildlife area being looked at by the Town Council and the Wiltshire Wildlife Trust.	1
Concern that environmental impacts are assessed by zone, leading to 'salami-slicing' of the assessment and understatement of effects.	1
Concern that assessments of biodiversity have been carried out over winter when there are fewer species prevalent.	1
Request for partnership working with Bee the Change Project, to benefit pollinator conservation, promotion of natural beekeeping and connection to nature through bee conservation and community led projects.	1

Question 6/Email letter responses: Theme - Landscape Appendix B5	No of responses
Landscape	
Concerns about the impact of the road/development on the local landscape setting/impacts on the Marden/Avon valleys/natural beauty/green space/loss of countryside/Concern about loss of rural character of east Chippenham/Landscape and loss of green space concerns shared by Calne Town Council, Calne Without Parish Council, Bremhill Parish Council.	415
Concern that the development of the Future Chippenham site will remove the landscape buffer between Chippenham and surrounding settlements e.g. Calne, Studley, Derry Hill and Bremhill/potential harm to their distinctiveness and identity/Concern shared by Calne Town Council	56
The COVID-19 pandemic/lockdown has shown we need to value our open spaces/footpaths/local wildlife more.	50
Objection to building on the Green Belt.	19
Areas around Chippenham should be rewilded/afforested.	11
Recent developments at Chippenham have already resulted in irreversible damage in terms of loss of green space.	7
Investment is needed on green infrastructure/riverside areas/habitats.	6
It is not clear how the project will deliver the stated Environmental Objective of 'minimising the impact on the quality of the environment'.	4
Concern that the new road would compromise or limit access to specific valued areas around Chippenham, e.g. the Borough Lands Trust areas, Jubilee Acres, Monkton Park, the Cocklebury area, Mortimore's Wood, the area of countryside behind the hospital.	4
Concern that the proposals would be contrary to Core Policies 51 (ii and iii)'Landscape' and 57 (i, iv and ix) 'Ensuring High Quality Design and Place Shaping' of the Wiltshire Core Strategy (Jan 2015) and 15 'Conserving and enhancing the natural environment' of the National Planning Policy Framework (June 2019).	3
Concern that wildlife corridors/integrated landscaping will be land-locked and featureless.	3
Concern that the development of this site will affect local residents' views.	3

The protection of the landscape/environment is more important than meeting the government's housing targets.	2
Resources should be committed to protect large areas of open land, woodland, green spaces, wildlife habitats, country parks, and play areas.	2
Objection to building in an area of outstanding natural beauty.	2
Concern that the proposals would conflict with NPPF section on 'Conserving and enhancing the natural environment'.	1
The development must have regard to the NPPF requirements affording the highest protection to veteran trees and ancient woodland.	1
Would prefer to see green space inside the new road than for the road to be close to housing and schools.	1
Concern that other examples of country parks in the area have not been well managed and the same could happen to country parks delivered through this development.	1
The site should be used for tree planting under the Government's tree planting agenda, funded by national tree planting funds.	1
Mature landscape planting must be provided to mitigate the visual impacts effectively.	1
Concern about the potential impact of the new road on land behind Hardens Mead.	1
Agricultural land	
Concerns about/objection to building on good quality farmland/working farms/Calne Without Parish Council raise concern regarding loss of agricultural land.	175
Agricultural land should be retained to ensure future local food security e.g. because of unknown impacts from climate change/Brexit.	78
Concern about/objection to the loss of several County Council Starter Farms – these are public assets/should not be sold off.	21
Concern that the farms have been run down and made commercially unviable to support the argument for redevelopment	1
Query whether farmland will be divided by the new road and whether it will be accessible to farm owners.	2
The council should support local small scale agriculture/local business and producers.	2
The PEAOR should list farms, native mammals, birds, and insects as community assets at para 3.10.2.	1
Concern about the ethics of serving tenants with a notice to quit with no suitable alternative sites provided.	1
Request to know if an agricultural land survey has been carried out.	1

Question 6/Email letter responses: Theme - Heritage Appendix B6	No of responses
Heritage	
Concern that the landscape around Chippenham has historic value which could be lost through this development/Concern shared by Calne Parish Council.	23

Concern about the potential loss of areas of archaeological significance (e.g. Anglo Saxon, Roman sites, deserted medieval village/settlement close to Hither Farm, battlefields)/not adequately addressed in the PEAOR report.	9
Preserving, protecting, and enhancing the Wilts/Berks Canal and the historic railway course should be important considerations.	5
The council should seek to develop in a way that retains/capitalises on heritage assets for future generations.	3
Concern that the development proposals continue a trend of mismanagement of heritage assets in Chippenham.	3
Query whether the council have consulted archaeology bodies to establish which areas will need preserving.	2
Concern about the impacts on historic buildings, e.g. the setting of listed buildings at Showell Farm.	2
Concern that the proposals conflict with WCS Core Policy 58 'Ensuring the conservation of the historic environment'.	1
Wiltshire Council's archaeology team comment that the final route option will require extensive and tailored archaeological evaluation and mitigation, to address the areas of potential archaeological activity across each of the route options. A programme of archaeological evaluation trenching would have to be agreed prior any planning decision being made, followed by further mitigation where required. Conditions may be applied.	1
Wiltshire Council's archaeology team note that any evidence for remains of regional or national importance may require preservation in situ at which may affect the routing of the road.	1
Wiltshire Council's archaeology team note that some areas were not subject to geophysical survey due to site constraints and these areas will require survey as well as trenching prior to determination.	1
Calne Without Parish Council comment that a full survey of heritage assets should be undertaken to ensure the preservation of key assets	1
Query whether the development of the road would be halted if found to transgress a historic site of national importance.	1
The land has links to the rebuilding of Pewsham Locks, which should be considered.	1
Concern for impact on the view over to Maud Heath's monument.	1
Bremhill Parish Council raise concern about the potential impacts of the proposed elevated bridge crossing the River Avon on the conservation area of Tytherton Lucas.	1
The National Trust comment that any new road infrastructure should avoid adverse effects on the wider landscape setting of Lacock, on the views and setting of Bowden Hill Conservation Area, and on any views from Naish Hill.	1
Development of any roads or houses should ensure no adverse impact on the National Trust's Lacock site.	1

Question 6/Email letter responses: Theme – Economy and infrastructure Appendix B7	No of responses
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Employment and economy	
Concern that there are not enough local jobs/no new jobs being created locally to justify growth at Chippenham/there is no employment plan to address the economic future of the town.	57
Investment should be made on improving the existing town and town centre/encouraging business in the town centre/improving town centre services, infrastructure, leisure, and the high street/the station.	38
Shopping/retail/leisure options in the town centre are too limited/offer little attraction, needs improvement.	22
Concern that employment opportunities will not be delivered in a timely way to keep up with demand from housing.	6
No new industrial/retail sites are needed in Chippenham.	6
Chippenham does not need any more supermarkets/too many supermarkets developed.	6
Concern that the road will make it easier for people to avoid the centre of Chippenham/make it easier to get to other towns and further accelerate the economic decline of Chippenham town centre.	6
Concern that the development of new shops/leisure on the site will encourage people to avoid the centre of Chippenham and further accelerate the economic decline of the town centre.	5
Request to know how many new jobs/how much employment land will be created and where it will go and when it will be delivered.	4
Concern that the development will harm local tourism due to removal of green spaces/harm to historic landscape setting.	3
There is no evidence that the road/housing proposals will create any highly paid professional employment opportunities.	3
Investment should be made on encouraging people to work locally or from home.	2
Request for the creation of office-hubs in town for people to work at a hot-desk without having to travel.	2
It is unclear how the new road will enhance the 'economic potential for other settlements on the A350 corridor' as stated in the HIF bid.	1
Concern that construction companies will not employ local people, so the local economy won't benefit.	1
Request that for each house built two local jobs be provided.	1
Chippenham would benefit from more employment land to decrease out commuting.	1
An alternative town centre regeneration plan should be developed by council officers to save money, rather than by consultants.	1
Do not agree that viability and vitality of businesses will be improved by increasing the number of residents.	1
Retail development should be designed to be immersive, experience based, with elevated aesthetic.	1
Concern that the increased population brought about by this development could put pressure on existing retail outlets and facilities who may not have space to expand on their existing sites.	1
Chippenham needs better publicised town events.	1

The development must provide maximum benefit to the town centre and address current infrastructural and structural shortfalls.	1
Concerns regarding the potential negative impacts on a nearby employment site because of proposals for a new road and rail bridge at Rawlings Green.	1
Infrastructure and services	
Concern that there are not enough existing infrastructure services to support the scale of new housing that the Future Chippenham site would deliver.	71
None of the options presented offer benefit/enough benefit to Chippenham town centre or existing residents/Concern shared by Chippenham Town Council.	64
Concern about impact on local GP services/Chippenham hospital/healthcare provision.	19
To support a development of this scale it will need primary and secondary schools, health services, supermarkets, leisure facilities etc.	17
Concern about the impact on the local schools.	13
Chippenham does not provide adequate leisure, recreation and entertainment facilities for its existing population and needs investment/Request that CIL funding remain in Chippenham to support town centre development and improved leisure facilities.	10
Concern that due to lack of local provision, new residents will be forced to travel to reach key leisure and service infrastructure.	10
Chippenham does not have enough parking.	9
Concern that CIL funding won't/can't be fully spent in Chippenham and therefore the key infrastructure Chippenham required will be underfunded.	6
Amenities promised with other housing developments in Chippenham have not been delivered, sceptical about them being delivered on this site e.g. schools, surgeries, shops, community hubs, leisure amenities.	4
Chippenham does not have enough play areas/parks.	3
Parking in Chippenham should be made free/cheaper.	3
Investment is needed in providing reliable internet access throughout urban and rural communities, to support sustainable home working.	2
Calne Parish Council raise a concern that the consultation focuses on the benefits that will be derived for Chippenham with not enough regard for the negative impacts on Derry Hill/Studley.	1
Wiltshire Council should be looking to develop in places that already have the necessary infrastructure to support it.	1
Consideration should be given to town centre sites to be converted to performance/exhibition spaces.	1
Concern that there is a financial assumption that later development will finance up front publicly funded building of roads which means large scale housing development, with limited infrastructure to support it.	1
Concern that the developers will be unwilling to make the level of contribution to infrastructure that will benefit the residents.	1
Concern that the new development will be too far from healthcare services.	1
Request that the development include the provision of community spaces, e.g. churches, schools with community rooms.	1

Wiltshire Council's leisure services team note that Stanley Park sports ground is of strategic importance to the leisure offer and the new homes proposed will put extra pressure on the facilities, leading to a probable need for expansion on and off the existing site, which would need to be addressed and accommodated.	1
Object to the loss of Stanley Park sports ground.	1
Concern that the number of new homes proposed will put pressure on the availability of parking spaces at Chippenham Station.	1
Request to provide more free on-street parking to encourage quick trips into town.	1
The council should apply parking charges at large workplaces and edge of town retail parks to reduce private car usage.	1
Concern that Chippenham Sewage Treatment Works is already operating at capacity and cannot be expanded.	1
Concern that the development will not address health and social wellbeing inequalities, e.g. provision of social care, adaptable housing, care for the elderly.	1
Concern that the new road proposals facilitate social exclusion, with those most in most need of reasonable transport facilities being increasingly denied them.	1
Health and social wellbeing	
Concern that loss of countryside/access to countryside would have a negative impact on mental/physical health.	74
Concern that the development will be harmful to the quality of life of existing residents.	29
Increasing air pollution will have knock on negative impacts in terms of respiratory health/pressure on NHS/premature deaths. Concern also shared by Calne Parish Council.	10
Increasing population density will reduces community spirit.	6
Concern that increasing population density will increase crime.	5
The council should be considering ways to facilitate increase in people's activity levels considering the obesity crisis in the UK.	2
Concern that the proposals do not appear to comply current best practice set out in Spatial Planning for Health document.	2
The proposals should be supported by a health impact assessment looking at active travel.	1
Improving access to safe sustainable transport options (e.g. walking, running, and cycling) will improve public health and reduce demand on the NHS.	1
Request to know if any EDI impact assessments have been carried out.	1

Question 6/Email letter responses: Theme - Planning Appendix B8	No of responses
Relationship with the Local Plan review/prematurity	

Concern that progressing the Future Chippenham proposals is premature and that there is predetermination of the outcome of the Local Plan review/the consultation should be delayed until the outcome of the Local Plan review is known and there is an established housing need that will inform whether or not the road is needed/Concerns shared by Chippenham Town Council, Bremhill Parish Council, Calne Without Parish Council.	93
Objection to the Local Plan review housing target for Chippenham being approx. 5000 more than the government target.	55
It appears that a decision on whether this development will take place has already been decided.	28
Concern that the Local Plan review site selection process is biased in favour of the Future Chippenham site/Do not agree with the findings of the site selection process.	9
It is considered that if the development proposal is to be considered prior to the adoption of the new Local Plan it should be considered as a speculative development and judged against the currently adopted development plan.	3
Request to know what will happen to the Future Chippenham project if the site is not allocated in the Local Plan.	2
The strategy of focusing all housing in the larger settlements/Chippenham risks stifling development in other settlements e.g. outlying villages, where development/affordable homes may be needed.	2
The council should not be planning for housing beyond the end of Local Plan review plan period.	2
The decision on the routing of a new road should be taken alongside the development of the local plan to ensure that it is proportionate and will complement it.	1
Concern that the Local Plan concept plans for the site appear to already show a preferred road route.	1
Bremhill Parish Council comment that the currently adopted Local Plan and the emerging Local Plan do not require the road.	1
It is illogical that the council must evidence an available supply of housing land for the full plan period, as this weakens the chances of swapping in brownfield and more sustainable sites should they become available at a later point in the plan period.	1
Request to know the minimum number of houses required for the new road to be developed.	1
Request to know if the site is approved for development, how this will affect the council's five-year housing land supply position.	1
<i>Compatibility with made/emerging neighbourhood plans</i>	
Concern that the proposals contradict Bremhill Neighbourhood Plan policy NP3 which does not allow for development north of the North Rivers Cycle Route.	10
Concern that the proposals are generally in conflict with the policies/visions of local Neighbourhood Plans.	5
Concern that the proposals conflict with the objectives and policies of the Calne Neighbourhood Plan.	4
Concern that the HIF bid was submitted without any reference to the affected Neighbourhood Plans.	1

Chippenham Town Council comment that the proposal does not accord with public feedback during early consultations for the Chippenham Neighbourhood Plan.	1
The decision on the routing of a new road should be taken alongside the development of neighbourhood plans to ensure that it is proportionate and will complement them.	1
<i>Housing/Scale of development</i>	
No new housing is needed or wanted/too many houses proposed for Chippenham/Chippenham has already had enough housing allocations/other towns in Wiltshire should take some of the housing to satisfy targets/Concerns shared by Chippenham Town Council.	288
Concern that the development site is excessive or on too large a scale/concern about urban sprawl/Object to Chippenham being turned into a large urban town.	130
Concern that Chippenham will lose its small market town atmosphere/character	81
Concern that Chippenham will become/is becoming a dormitory or commuter town/concern that the scheme will not support self-sufficiency/self-containment.	50
Concern that the proposed routes would establish a new outer boundary for Chippenham, making land within the boundary more vulnerable to housing applications.	23
More affordable housing options are needed in Chippenham.	13
Would prefer to see smaller scale development to meet local housing needs.	11
Concern that the housing requirement figures are incorrect, e.g. do not account for impacts of Brexit, impacts of the pandemic, changing birth rates	11
Wiltshire has a poor record of delivering affordable housing/sceptical that enough affordable housing would be delivered.	8
Concern that the housing will not be sustainable construction/new homes need to be built to high standards of sustainability.	7
Empty homes/second homes should be encouraged/incentivised back into full use.	6
Object to the development of housing for Chippenham taking place outside of the Chippenham Community Area/ expanding into other parish areas.	4
Concern that planning policies do not require housing to be built to zero carbon standards and will need to be retrofitted at much greater expense in the future.	4
The housing demand is for smaller units rather than larger detached houses and larger detached houses should be split into smaller units.	3
The UK population is increasing, and housing is needed/access to housing is crucial for the next generation.	3
There is too much development of retirement homes.	3
The government's levelling up agenda will focus new jobs in the north of England, not the south. A further 7500 houses in Chippenham is unneeded in this context.	2
The council should reject government led housing targets which are not aligned with meeting the challenges of the climate emergency.	2
A national solution is needed to address increasing populations and subsequent increasing demand for housing.	2
The council should be investing money in better housing insulation.	2

Query whether the new road would act as a new boundary to new development, i.e. the inner route leading to higher density building within its confines/the outer route confining all building to within the enclosed area.	1
Disagree that there is a housing crisis, as new housing only serves to support GDP growth.	1
To address the country's severe housing crisis the route that provides the most houses should be given more weight.	1
To provide equality in housing the development must include council-owned properties with fixed low rents.	1
Chippenham has some very poor housing stock that should be regenerated and redeveloped within its existing boundaries.	1
Concern that housing will not have inbuilt renewable energy generation.	1
Residents do not wish to live on edge-of-town sites, far from the train station, high street & existing amenities.	1
Request that the council share its housing infrastructure plan to determine what types of housing are required to meet current demands.	1
To meet NPPF sustainable development objectives, higher density housing/mixed development should be delivered, supporting walkability and active travel.	1
Concern that houses proposed in Comparison Zone 3 on rising land approaching Chippenham, will overlook the solar power station.	1
Concern that some of the proposed homes will be too close to the Chippenham Sewage Treatment Works.	1
Alternative sites	
Brownfield sites/underutilised spaces in Chippenham should be prioritised for redevelopment ahead of the Future Chippenham site.	74
Preference for any expansion of Chippenham to take place on the west side of the town for reasons including: avoiding ecological damage associated with the east side of the town, avoiding carbon cost bridges that would be required, avoiding flood risk impacts, accessibility to employment, schools and supermarkets, accessibility to key existing transport infrastructure.	16
There are likely to be more vacant commercial spaces following the COVID-19 pandemic, which could be redeveloped for housing.	15
Homes should be built in the town/near public transport options so that walking and cycling are better options.	8
The same reasons for refusal given for other planning applications in this area should be equally applied to this development proposal.	5
Developing at Corsham instead would allow for the station to be re-opened and would support people getting to Chippenham town centre without the need for a car.	2
Development should instead be focused on the north side of the town, which has better links to the motorway.	2
The council should remove car parks and build homes with no parking.	1
A new settlement should be built on Salisbury Plain to meet housing needs.	1
Future development should be on the east side of Chippenham as the town is disproportionately developed on the west side.	1
Placemaking	

Concern that the development will be unattractive/non-distinct.	16
Concern about poor quality designed homes.	8
Concern that houses will have small gardens.	4
Concern that the new housing will not integrate well with the rest of Chippenham.	2
Request that any new bridges are designed to be attractive, iconic, and distinctive to Chippenham, e.g. stone viaducts, suspensions bridge, modern cable stayed designs.	2
Request to know how the plan will enable 'placemaking' as one of its key objectives?	1
The council should look to the Mulberry Park estate in Bath as a good example of development that adds value to a community in terms of design, open spaces, and access to retail/leisure.	1
The road design should minimise exposed concrete surfaces to avoid graffiti.	1
The road design should include planting to obscure the visual appearance of the road and assist wildlife and cut air pollution.	1
Concern that the new road will be unattractive.	1
Request for high-density development, maximising land use and allowing more rural areas to be kept free from development.	1
Query whether terrace housing will be developed.	1
Environmental Impact Assessment	
Concern that there has been no environmental impact assessment (EIA) for this proposal /It is premature to select any road route option until an EIA is completed	4
Concern that the EIA process that will be employed with this project does not require consideration of effects on underground soil food webs or organic soil content. The development proposals do not meet UK Law commitments made by the Paris Climate agreement in Article2. The legality of the project (climate impacts) will be called into question.	1
Concern that the full environmental assessment of the route options quoted as appended to the Options Appraisal Report has not been made available for scrutiny.	1
Construction	
The developers should be paying for the road infrastructure.	6
Request further information regarding the housing companies/local development companies involved in the project and detailed regarding funding.	3
Request to know how long the development will take to deliver.	2
Request to know if plans for the development to the east of Chippenham have already been drawn up.	1
Concern that different developers for each plot will make different interpretations of local policy which will result in a disjointed development.	1
Request to know how many hectares of land will be built on.	1
Concern that the funded new distributor road will allow the developer of Rawlings Green to avoid having to pay for the new bridge access that is required by the Rawlings Green allocation policy.	1

Question 6/Email letter responses: Theme – Consultation and process Appendix B9	No of responses
<i>HIF bid and funding</i>	
The project does not represent good value for money/bad use of taxpayer's money.	47
Concern that the justification for the road/housing appears to be driven by the HIF funding than genuine need/concern shared by Bremhill Parish Council.	27
Residents/parish councils should have been consulted before an application for HIF funding was submitted.	24
The funding allocated to this project should not be spent/should be spent on other projects.	9
The council should not be spending £75 million pounds on this project when nationally there is such economic uncertainty.	9
The people of Chippenham/the MP were misled when told the council would be given the money for the road/no initial mention of the 7,500 homes that would come with it.	6
It appears that the council applied for funding that was required to be spent in a short time frame so that the plan could evade proper scrutiny/appears to be a land grab avoiding planning law/avoiding the need to provide proper justification.	6
The allocation of HIF funding to a new road/new development is misaligned with local preferences expressed in the recent town survey, which highlighted other preferred priorities such as green spaces, public transport, potholes, and better cycle lanes.	6
The council's bid to the HIF was made under false pretences and the money should be returned to Homes England.	5
The HIF bid is now three years out of date/it is based on assumptions made before COVID-19 and therefore should be reviewed.	5
Concern that beyond the HIF grant of £75 million towards a distribution road the remaining costs to be met are unknown.	4
Concern that the £75m grant is not free and this will have to be paid for via council tax increases and central government budgets cuts to Wiltshire as a whole.	2
Query what the overall cost of the project will be.	2
One of the stipulations for the HIF grant is demonstration of local support, which this project does not have.	2
The council should not have applied for the HIF funding with an application that included proposals that did not accord with the currently adopted development plan or strategy documents.	2
Request to know how much the council have spent on the road project.	1
The HIF grant offers the opportunity to improve transport infrastructure of Chippenham, while supporting inevitable growth.	1
Request to know how much money the consultants have been paid for the involvement in the project.	1
Query whether the council's cost have factored in inflation, as construction is not to take place for some time.	1
Query whether costings include compensation for compulsory purchasing of land as well as compensation to others who will be affected by the new road.	1

The public engagement report of 13 th January 2020 was conducted after the HIF bid was confirmed and was not open and honest in its design.	1
Concern that the letters of support for the HIF bid included identical wording suggesting parties had been given a brief to follow.	1
Concern that the HIF bid did not include any assessment of alternative sites that could have been developed adjacent to existing roads.	1
Concern that the financial case within the HIF bid is redacted, depriving the public of such information.	1
There is a discrepancy between the 22,500 homes quoted in the HIF bid and the 7,500 homes now quoted.	1
There are numerous unresolved obstacles to overcome to keep spending within the timeframe set by National Government.	1
Westbury Town Council express disappointment that the HIF bid submission did not include any proposals to address issues surrounding the A350 through Westbury.	1
Process/consultation	
The road route options consultation form should have included a 'no road'/in-principle objection option/Concern shared by Chippenham Town Council, Calne Town Council.	105
The local community have not been sufficiently consulted/have been left out of this process/should be listened to.	72
The road and the housing proposals should not be considered separately, as one facilitates the other/concern about the legality of asking for comments on one element of the project without its wider context/Calne Without Parish Council raise concerns that the road should not be consulted on in isolation from the wider development	28
The proposals are put forward in an undemocratic way and lack transparency.	21
Concern that responses to the road route options will be skewed in favour of a road/people will be put off giving an honest answer as a 'no road' option was not provided/Concern shared by Chippenham Town Council.	17
Carrying out consultation online during a national lockdown does not empower residents to provide effective feedback/request for face-to-face consultation after the lockdown/Calne Without Parish Council raise concerns about the process of consultation during national lockdown.	15
Communication has been inadequate/Concern that no letter was sent out advising residents about the process.	12
Concern that there is a conflict of interest for Wiltshire Council as landowner, developer and local planning authority who appear to be unduly influenced by financial gains.	10
Advertising the consultation on the council's website is inadequate for a project of this magnitude/concerns about the accessibility of the online consultation information/Concerns shared by Calne Without Parish Council.	7
The assessment of options should have included more options, e.g. a 'no road' option/the range of options and assessment criteria are too narrow.	6
A development of this scale requires more than 2 months consultation/Concerns shared by Calne Without Parish Council.	5

Concern that the concurrent consultation process of the Future Chippenham Road Route Options and the Local Plan review is confusing.	4
There is a lack of clarity about how to voice opposition to all the proposals.	3
Concern that the consultation should not have accepted anonymous responses.	3
Concern that the consultation form questions are misleading.	3
The consultation information provided is insufficient to be able to provide an opinion as to which route should be built.	3
The consultation process does not accord with the Gunning Principles.	2
Concern that issues raised during public consultation meetings were evaded by stating that "this was a matter for the planning department/local plan" and therefore concerns have never been adequately addressed or responded to.	2
That the Options Assessment Report was published a year after the successful HIF bid suggests the report was designed to justifying the eastern/southern distributor road rather than finding the best future transport options for Chippenham.	1
A Community Liaison Group should not be necessary as the council should be consulting with the public as a matter of course.	1
It is unclear how the council sought to engage with hard to reach groups.	1
Insufficient time was provided during the webinars to address people's questions.	1
Insufficient time was given to the public to review the council's responses to questions raised in the webinars, before the close of consultation.	1
Request that a referendum be held on whether to build the new road and housing.	1
The road route options consultation form should have offered a 'no preference' option.	1

Question 6/Email letter responses: Theme – General Appendix B10	No of responses
General	
None of the road options should be built/the road is not wanted/there is no evidence that the road is needed/Chippenham Town Council, Calne Without Parish Council, Bremhill Parish Council object to the development of the new road	503
No local support for the proposals/Comment that there is a well supported local petition against the proposals/Comment that there is opposition from the local MP/Comment that local councillors and local parish councils do not support the proposals.	75
Objection to developers/the council profiting from the development.	48
The distributor road/wider project is not compatible with/will have negative impacts on the important issues listed under Q5 of the consultation form.	19
The project represents an outdated approach to development/not fit for the 21 st century.	18
There is a lack of strategic vision for Chippenham/Proposals are designed to resolve short term issues, without positive/sustainable vision for the longer term (e.g. 20,50, 100 years' time)/Unclear how the proposal fits with the 'emerging strategy' for Chippenham.	18

Request to know whether any decision makers on this project live near Chippenham.	3
Concern that the development will negatively affect existing house values in the area.	2
The council should be considering all the issues listed under Q5 as a matter of course.	1
Objection to decisions about Chippenham being made in Trowbridge.	1
Query which organisations will benefit financially from the project and what connections they have to any officials at the council.	1
Concern that the project is only being implemented to recoup the loss of revenue when Swindon Borough Council was formed.	1

Appendix C

Responses to Question 8 relating to Option A (outer route)

The tables below itemise the summarised individual points raised in answer to Question 8, addressing Option A – the outer route. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 8 (outer route): Theme – Transport Appendix C1		No of responses
<i>Transport (Option A - All zones)</i>		
This option is too far out, too wide, too long, giving builders too much space to expand		47
Concerns about increased congestion.		37
Request that the route include pavements and cycle routes on both sides/segregated routes/An alternative sustainable transport strategy should be developed.		15
Concern that Option A would function as a ring road or bypass/bypass not needed.		11
Concern that the route would cut through/destroy parts of the Chippenham/Calne cycle route.		6
The road option will help to address congestion/town centre congestion.		5
A bypass is needed but this is not what is proposed.		2
It is considered that linking the A4 east of Chippenham to the A350 south near Lackham is not justified due to the majority of A4 west-bound through-traffic wanting to access either the M4 via M4 J17, the A420 or A4, not the A350 south.		2
This option is preferred as it is further away from Abbeyfield School.		2
This option would make access to M4 difficult.		2
Query whether the impacts on increased numbers of vehicles and HGVs using this route between J17, Calne, Marlborough, Devizes will be considered.		2
The distributor road should go as far out as possible to accommodate the new housing.		1
Request that the road be located further out, tracking closer to the river Avon closer in order impact the least number of people possible.		1
If a Chippenham bypass is intended then this is the route to choose, however if the intention is to support leisure, heritage, housing developments that connect together then this option is too far out. It would be interesting to know how this may link to		1
Stagecoach West do not support the Option A route. This route would most likely support and "edge road" or bypass function. The route would perform poorly as a bus route on all sections. It is recognised that there are higher costs for this option and the likelihood that it will have greater environmental impacts.		1

Option A is the only feasible option to act as a bypass with the aim being to ease town centre traffic congestion as was suggested by the consultation. Building a distributor road (as in option B/C) will have the opposite effect and will end up encouraging even more cars onto the already busy roads.	1
Concern that this option lacks connection to the existing areas/roads.	1
Good urban link roads will need to be provided as developments progress.	1
Query whether the new road will have housing on either side of it, or if there will be feeder roads of this new road.	1
This option is preferred as avoids too much impact on cycle paths.	1
Concern that there is a lack of radial links to Chippenham town centre, resulting in possible congestion on London Road between Avenue La Fleche and Pewsham Way, which would become the most direct route to the town from a large part of the proposed North Eastern developments. This is a residential street and important walking route to town/Abbeyfield School. Safety concerns.	1
This option should enable good linkage between Radial routes.	1
The option A zones 3, 4 and 5 route would inevitably be used as the preferred route for through traffic between Calne & Devizes and the M4 J17. For this reason, the outer route is preferred as it will reduce impact of traffic noise and pollution on the town and new housing developments.	1
Option A provides a perimeter road to the residential development removing possible conflicts with non-vehicle traffic that will occur with options B and C.	1
Option A provides the furthest junction at the A4 from the Pewsham Way/London Road round about. This will minimize the risk of traffic congestion between the 2 junctions.	1
Concern about impacts on Abbeyfield School and Stanley Park sports ground where it is busy enough already.	1
Option A provides the furthest junction of Stanley Lane at the new road with Abbeyfield school. Stanley Lane will likely add more non-school traffic which will aggravate an already dangerous situation outside the school at drop-off/pick-up times. The further away from the school the better.	1
Concern that this makes Stanley Lane a major route from both Pewsham and Bremhill directions, with cars trying to access the distributor road.	1
This option is supported as has good access to the M4.	1
Option A is considered to be the most efficient way of moving increased volume of traffic around Chippenham.	1
Being outside the area of proposed developments may make this road suitable for higher speed traffic flows.	1
Concern that the proposed 30mph limit will make rat running through town a more attractive option at times.	1
It is unclear how an outer route would work as 30mph 'distributor road' with some frontage development and safe multi modal access.	1
Any roads built should be low speed 30mph.	1
This option should offer reasonable alignment for say 40 mph.	1
It would require significant policing to ensure that traffic remained within the proposed 30mph speed limit	1
Install speed bumps.	1

The nature of the proposed adjacent cycle path is unclear, how it will cross roundabouts/junctions, will cycles have priority?/Not enough consideration given to how non-motorised traffic will integrate.	1
Request for walkability/cyclability analysis of Chippenham to help guide the design of the future development.	1
Consider committing to create a 'Green Ring Road' around the town to attract long-distance walkers and cyclists.	1
The new road footpath and cycle path should connect with NCR 403; funding should be used to improve the route in both directions and ensure that it is well buffered and protected.	1
Request to know whether footbridges will be built over the road to enable pedestrians to carry on using footpaths.	1
Concern that access to footpaths and cycle tracks are likely to be significantly affected while construction activity is being carried out.	1
Request for better car parking at the national cycle route intersection, with a cafe.	1
Request to keep cycle route open.	1
Better cycle routes are needed.	1
Cycle/pedestrian routes should be next to housing.	1
This option is not consistent with providing easy pedestrian and cycle access, particularly from the extremities of any development.	1
Request to widen Avenue La Fleche instead and provide new road connection with the Bath Road.	1
Widen existing road instead.	1
The distributor road should be delivered in two phases, with the southern (Pewsham to Lackham) section done to be used as a bypass for east/west traffic removing cross town traffic from the town centre. The northern more environmentally sensitive area may not be delivered at all depending on future growth needs.	1
Query why no link road to Monkton Park is included, which would relieve town centre/station traffic and improve accessibility.	1
This option could be better placed.	1
No objection to this if it is well designed.	1
Request for at least two Park & Ride facilities adjacent to the distributor road, planned for and costed as part of the overall programme. The ideal place for the southern P&R would be adjacent to the Junction with the Link Road to Pewsham. Buses should run at frequent/regular/convenient times from the P&R, through the southern half of the development to Chippenham town centre and the railway station.	1
Transport (Option A – Zone 1)	
Comment that the route option in Zone 1 is supported/preferred/link to existing Lackham roundabout supported.	4
It is not clear how this Option works going through Lackham College, and whether the college is expected to move/Splitting of Lackham college land in Zone 1 is undesirable.	2

No need for the road through Zones 2, 3 & 4, as existing Pewsham Road can be used with connection between Lackham roundabout and Canal Road roundabout. Would save cost and impact.	2
Concern that a much longer bridge is required in this Zone.	1
In Zone 1 the use of the Lackham roundabout is supported, however the right-hand turn appears worse than the Option B route in Zone 1. Would prefer Zone 1 and 2 of Option B with the rest of the Zones following Option A	1
In Zone 1, this route will be difficult to tie in to Lackham Roundabout unless the Lackham College exit is removed.	1
The Outer route Option A should have the Pewsham Link Road Option 1 leading off it and should be in Zone 1.	1
The connection from Pewsham Way to the A350 does eliminate the bottleneck at the Bridge Centre and does have some merit but should be reviewed in isolation to the road planned to the North of the A4.	1
Request that the viaduct (southern crossing of the River Avon, near Lackham) be a celebrated design feature/could become a destination for engineering/education.	1
In Zones 1 and 2 the outer route is preferred as Pewsham Way road already provides a good distributor road, there's no need for the new road to be quite so close.	1
In Zones 1 and 2 it would be an idea to "adopt" the A4 numbering and route the A4 from Chequers, down Cepen Way A350 as a dual carriageway and then across Option A to the A4 at Stanley. Can be renumbered from there to the A350 at Jacksons Lane. This would remove traffic from Bath Road and Ivy Lane, which would act as a backup route, which is an improvement on the current situation.	1
Stagecoach West notes that the SW link section in Zones 1 and 2 is much more likely to perform better in its strategic role to divert traffic but in so doing could end up unhelpfully contributing to adding demands on the A350 west of Chippenham, accelerating the process of re-saturating junctions that have only just been enlarged.	1
Do not agree that access should be extended beyond the Lackham roundabout. It is the natural starting point with flat approaches to improve visibility at approach for an infrastructure project of this size. The Whitehall traffic lights already create significant congestion During peak times and a further link road beyond the Lackham roundabout with compound the issue and create further unintended consequences because of this plan.	1
Transport (Option A – Zone 2)	
Concern than in Zone 2 the section south of the A4 is largely a duplication of Pewsham Way and so environmentally redundant.	1
In Zones 1 and 2 the outer route is preferred as Pewsham Way road already provides a good distributor road, there's no need for the new road to be quite so close.	1
Concern that adding a roundabout on the A4 will increase congestion due to increased traffic coming from the Calne area.	1

Support the roundabout at Pewsham as will make access easier from the A350 to Calne without going near town centre and traffic will flow better than if there were traffic lights at a junction.	1
The new footpaths and cycle paths should connect with the canal Cycle Route, and with the east-west footpath from Middle Lodge Farm to the A4 (and Derry Hill).	1
Concern that the Zones 2 route will cut communities off from the town centre by walking/cycling.	1
With reference to Zone 2 this Option is too far from Chippenham.	1
Landowners (Gleeson) comment that within zone 2, the land to deliver the road in Option A is outside of their control, but if this can be used to facilitate development of the Gleeson parcel then this is considered acceptable.	1
Landowners (Gleeson) comment that this appears to be the most expensive option (due to its excessive length), so viability needs to be considered.	1
Concerns that the route option in this zone conflicts with plans for a 49.9MW solar farm by Eden Renewables. It is not available for a new road route.	1
In Zones 1 and 2 it would be an idea to "adopt" the A4 numbering and route the A4 from Chequers, down Cepen Way A350 as a dual carriageway and then across Option A to the A4 at Stanley. Can be renumbered from there to the A350 at Jacksons Lane. This would remove traffic from Bath Road and Ivy Lane, which would act as a backup route, which is an improvement on the current situation.	1
Would prefer Zones 1 and 2 of Option B with the rest of the Zones following option A	1
Concern that the Pewsham link road to this option doesn't align with any of the roads into Pewsham.	1
Transport (Option A – Zone 3)	
Concern about negative implications on the popular railway path recreation route/makes this less attractive route between Chippenham and Calne.	3
If the road must cross the railway line, then this is the least bad option.	2
Highway safety concerns regarding the crossing of the old railway track/cycle path between Chippenham and Calne/a bridge or tunnel should be provided.	2
Request that the development fund the extension of the cycle path/footpath along this stretch of the canal, connection to the canal towpath delivered as part of the council's Green initiative.	1
Concern that the route crosses Stanley Lane between Hither Farm and Middle Farm. Is it on a bridge or will there be a junction/roundabout? If the latter, what will be done to prevent Stanley Lan becoming a rat run?	1
Concern that the Zones 3 route will cut communities off from the town centre by walking/cycling.	1
The impact on the cycle track could be partially mitigated by including a safe cycle path running alongside the new road to improve leisure access to the surrounding area.	1
This option would negatively affect the canal as a walking route.	1

Comment that this Zone 3 should not be considered as it would bisect the settlement of Stanley, leading to additional traffic on local lanes in Studley and Bremhill.	1
By routing through Zone 3 development will eventually expand out to the road so this route is too far out.	1
In Zones 3, Option A is preferred as it gives better links to the Pewsham and the Derry Hill area.	1
Stagecoach West notes that the severance of a small portion of developable land in Zone 3 could and should be addressed by reconfiguring the developable area within the line of the route.	1
Transport (Option A – Zone 4)	
Strongly support for the route in Zone 4 avoiding going through the middle of a housing development area.	1
The section of road through Zone 4 is too far out.	1
The junction of the A4 and A342 is a major accident blackspot. Adding a roundabout to connect the new road will not improve matters, by itself, but will be an opportunity to carry out other roadworks to slow down traffic descending towards it from both Derry Hill and Calne.	1
Concern that the crossing of the A4 will inconveniencing drivers there.	1
This Option should be altered with Zone 4 continuing and joining up with Calne. removing Zones 3,2 and 1. This would have the same effect overall and it would drop to local traffic on the A4 and areas around Pewsham, as inter-town traffic would go along this new extended option which causes the congestion today.	1
Zones 4 and 5 are not required. A link road from the A4 near Stanley Park to Lackham Roundabout would take traffic away from Avenue La Fleche & out of the town. The bypass started in the 1990s could be finished (made dual carriageway) for the entire length.	1
Although this is the option that causes least impact to the cycle route in Zone 4, it could be routed through the natural gap in the cycle route at Stanley.	1
In Zones 4, Option A is preferred as it gives better links to the Pewsham and the Derry Hill area.	1
Landowners within Zone 4 note that Option A in this area would be acceptable to them.	1
Transport (Option A – Zone 5)	
In Zone 5, Option A is preferred as it gives better links to the Pewsham and the Derry Hill area.	1
In Zones 4 and 5, the Eastern end of the road will link to the B4069. This passes through and past small communities that will be impacted detrimentally by additional traffic. There is no means to link the two northern ends of the routes and Hill Corner, Jackson's Lane and Kington Langley will suffer significant increased traffic as people will not travel all the way to jct17 to cross to the west, nor will they circumvent Chippenham to do so.	1

Strongly disagree with the route in Zone 5 going through the middle of the development area, due to traffic safety issues, barrier to walking/cycling, noise, and pollution.	1
How does this link in Zone 5 to the Langley Road?	1
Zone 5 exactly what is the connection to the railway?	1
With reference to planning application 15/2351/OUT for 650 houses, the agreement is that the developer funds the bridge across the railway, in any event needed for the 450 new houses where access for building can only be through Parsonage Way and said new railway bridge. The Government funded new road appears to mean no developer funding for the new railway bridge, which would be a breach of planning permission already granted for it - 15/11886/FUL.	1
Landowner (Summix) supports the route through Zone 5 (Rawlings Green) which is common to all options	1
With reference to their comments concerning Zone 3, Stagecoach West notes that this would not be possible in Zone 5 through Rawlings Green where the route is already fixed within the existing proposed development. As such this would be anomalous, and a higher level of induced traffic might well create unacceptable amenity as well as environmental and safety impacts on this section.	1

Question 8 (outer route): Theme – Climate change and flooding Appendix C2		No of responses
<i>Climate change (Option A – All zones)</i>		
Concern about climate change/impact on carbon footprint and environment/conflict with the council's declaration of a climate emergency.		38
This route has a worse option for crossing the River Avon, requiring a longer viaduct and two canal crossings which has negative implications in terms of sustainability.		1
<i>Climate change (Option A – Zone 1)</i>		
Zone 1 has the longest bridge over the Avon, which would be costly in terms of carbon impacts.		2
<i>Climate change (Option A – Zone 3)</i>		
Concern that two canal crossings are required in Zone 3, costly in terms of impact on ecology.		1
<i>Flooding (Option A – All zones)</i>		
Concerns about risk of increased flooding/building on a floodplain/drainage.		20
Wiltshire Council's drainage team note that all 3 routes will engage with flood zones 2 & 3 at the southernmost and northernmost points, it is expected that this is well known and therefore has not been commented on further at this stage.		1

In respect of groundwater Wiltshire Council's drainage team comment that there are groundwater concerns around the Lackham roundabout junction in the South West Corner, levels are predicted to be just below the surface here. However, the ground conditions are expected to improve quickly and should not present any further issues throughout the remainder of the route.	1
In respect of surface water Wiltshire Council's drainage team comment that Option A does the best to avoid surface water flow risks. The outer ring avoids severe surface water flood risks on London road, Pewsham. It does however encounter surface water risks at known watercourse locations and appears to follow the boundary of a surface water flow path around the North West of the route. The maps appear to show an area of high risk close to the North Wiltshire Rivers Route.	1
Wiltshire Council's drainage team note that the council have records of highway flooding reports on Lackham Roundabout. From the information available Option A appears to offer the simplest solution in terms of drainage implications.	1
Option A is preferred as it doesn't impact on as many floodplains.	1
Viaducts over a floodplain is unjustified and unnecessary as the loss of flood storage is infinitesimal whilst the cost of viaducts is significant, and cost better utilised on other aspects of Future Chippenham.	1
<i>Flooding (Option A – Zone 2)</i>	
The Environment Agency comment that from a biodiversity and water environment perspective, option A would be the best option in Zone 2, with a small amendment to the route to provide a greater buffer to the Cocklemore Brook. Option A is identified as having the least impact on surface water bodies and is ranked second in terms of the impact on the water environment. The impacts of having a greater impermeable area due to a longer route is stated as the reasons option A is not preferred, however this could be managed through detailed drainage design and greater emphasis should be given to protecting and maintaining the network of smaller watercourses and waterbodies across the area.	1
<i>Flooding (Option A – Zone 3)</i>	
Concerns about flooding in this area.	1
With regard to zones 3-5, concerns are raised about flooding, e.g. at Westmead Playing Fields. Storm events are happening much more frequently due to climate change. Rapid floods are due to the Oxford clay along the West bank of the Avon and along the Marden.	1
<i>Flooding (Option A – Zone 4)</i>	
The Environment Agency note that the River Avon crossing proposed for each option in zone 4 is the same. It appears that the crossing point chosen for this section is located at the river section with the shortest floodplain width, which is supported. In terms of the other aspects assessed the EA agree with the conclusion to support option C from a biodiversity perspective. The EA's preferred route would be a hybrid of the three routes proposed.	1

Question 8 (outer route):
Theme – Pollution and air quality
Appendix C3

**No of
responses**

<i>Pollution and air quality (Option A – All zones)</i>	
Concern that this will increase air pollution	29
Concern that this will increase noise pollution.	10
This option will improve air pollution.	2
Option A is preferred as it won't create so much noise and disruption for existing residents.	2
Concern that this will increase light pollution	1
Given that cars will increasingly become electric with no emissions there will be no air pollution issues with the inner route.	1
The straighter the route, the less environmental impact there will be from braking, acceleration, tyre wear and noise.	1
Request that the road be located further out, tracking closer to the river Avon closer in order reduce air and noise pollution closer to Chippenham.	1
<i>Pollution and air quality (Option A – Zones 2/3)</i>	
Concern that the option in Zones 2 and 3 will increase noise and air pollution, with implications for climate change	4
<i>Pollution and air quality (Option A – Zone 4)</i>	
Concern about noise pollution in Zone 4 on the Marden Valley and Tytherton Lucas. The outer route is the most detrimental to this.	1

Question 8 (outer route): Theme - Ecology Appendix C4		No of responses
<i>Ecology (Option A – All zones)</i>		
Concern about negative impacts on biodiversity/wildlife species and habitats.		53
Concern about ecological impacts/impacts on protected species from cutting over the canal south of Pewsham Locks.		4
Route option A considered to have the greatest adverse impact on biodiversity of the options.		1
Option A is preferred as it has less impact on ecology.		1
Concern that the route passes close to known locations of great crested newts.		1
Preferred route as it doesn't cross ponds with populations of great crested newts.		1

Concern that while this route has been assessed to have the biggest impact on biodiversity, full assessments of impact are yet to be undertaken. This is needed to provide feedback.	1
Concern about negative impacts/fragmentation of habitat connectivity in Baydons Meadow wildlife	1
The Environment Agency advise that minimal impact on watercourses should be achieved.	1
Ecology (Option A – Zone 1)	
Zone 1 has the longest bridge over the Avon, which would be costly in terms of impacts on ecology.	2
Concern about habitat fragmentation at Plucking Grove Wood and harm/pollution at ponds at Plucking Grove.	4
Ecology (Option A – Zone 2)	
With reference to Zone 2 this Option would be damaging to the environment/biodiversity.	3
Ecology (Option A – Zone 3)	
Concern that two canal crossings are required in Zone 3, costly in terms of impact on ecology.	1
Concern that desk based assessments that have been carried out omit a significant amount of wildlife present in Zone 3.	1
With regard to Zones 3, 4 and 5, effects on the environment would be detrimental and shouldn't proceed beyond the A4.	1
Ecology (Option A – Zone 4)	
The route through Zone 4 would devastate the natural biodiversity of the River Marden.	1

Question 8 (outer route): Theme - Landscape Appendix C5		No of responses
Landscape (Option A – All zones)		
Concern about impact on the landscape/rural setting/too visible/destruction of greenspace/destruction of Avon/Marden Valley.		120
All routes are an environmentally damaging.		49
Concern about the loss of rural setting and character/separate identities of surrounding villages e.g. Tytherton Lucas, Lacock, Old Derry Hill, Pewsham village, Stanley, Bremhill, Calne Without, Lackham.		11
Object due to loss of accessible amenity/walking and cycling routes.		6

Request for commitment to significant tree cover/landscape mitigation to mitigate the impact of the road.	4
Concern that this option isolates the road from the development, and in doing so locks the town off from its environment and removes access to green infrastructure for the town's residents.	2
This option is preferred as it follows the natural landscape/minimises impact on landscape.	2
This option fragments too much greenbelt land.	1
Visibility to the East is a concern especially above Tytherton Lucas. Request that the route use the topography and follow the inner route at this point where the hill would shield the development from the surrounding countryside.	1
Option A Outer Route is the only option that protects walking routes/countryside access.	1
Concern that this option will create an urban extension along the cycle track between the river Avon and Stanley.	1
Option A cuts through CALW80 walking route in a very rural area which is enjoyed by the public. Having a 'ring road' there will spoil the tranquillity, views, and air quality of this area.	1
This option takes away the enjoyment of Stanley Lane and the Sustrans cycle route from the existing residents of Chippenham, meaning they will get in their cars to get out into the countryside.	1
Considered to make the most sense in terms of traffic and disruption to landscape.	1
Request for a White Horse carving on Derry Hill.	1
Considered that concerns about visibility are misplaced as future housing would be visible from everywhere anyway and would likely obscure the road itself in many places.	1
This option has least impact on greenspace.	1
This option is preferred since it is further out of Chippenham.	1
Concern that the proposed viaducts will be visually harmful to the unspoilt stretches of the Avon river valley, especially the stretch between Rowden Manor and Reybridge.	1
Concern that these proposals will be visually harmful to the lower reaches of the Marden and the canal.	1
Chippenham needs improved access to the countryside, sensible pedestrian road crossings, car parks set up at rights of way intersections and allocated greenspaces without and outside of the road.	1
A good sized car park, and pub/restaurant, is needed at the Pewsham Locks.	1
Fully supported, but must include greenspaces, accessibility, destinations that are interesting (engineering/heritage/leisure) for people to learn from and enjoy.	1

Landscape (Option A – Zone 1)	
In Zones 1, 2 and 3, this option has a much lower visual impact.	1
Concern that this route would kink south from Lackham roundabout onto higher ground, would prefer a route that headed straight east.	1
Landscape (Option A – Zone 2)	
The proximity to Pewsham Lock is of concern/Adverse visual and physical impact on the Wilts and Berks canal line in Zone 2 and 3/destroys the rural solitude of the well used canal towpath.	14
This route unnecessarily crosses the canal/adverse impacts on the locks that are in the process of being restored.	6
Concern that the outer route in this zone is too visually intrusive/visually prominent/cuts across too much open countryside.	4
Concern about the landscape impacts on the old Pewsham locks/too close to Pewsham locks.	2
Object to the bridge over the canal which would destroy an historic spill weir and be very close to a wharf which would disturb the enjoyment of a current tranquil setting.	2
The route in this zone is considered to have a much lower visual impact.	1
Zone 2 would be harmful to local beauty spot popular for recreation and important for wildlife.	1
While the route in Zone 2 would have negative impact on the canal south of Pewsham Locks, it would have less impact on the overall access to this recreational asset than the Zone 2 route for Options B and C.	1
If this route ran parallel to the canal across the A4 area this would be preferred.	1
This option would destroy the character and peace of the Wilts & Berks canal path.	1
Accessible parts of the canal are an important local amenity.	1
The route of the canal should be protected.	1
Wilts and Berks Canal Trust comment that the southern crossing would destroy the environment around the former wharf and the historic restored spill weir immediately to the south of Pewsham Locks.	1
Wilts and Berks Canal Trust comment that the requirement for a roundabout or staggered junction crossing on the A4 should be coupled with a design that enables the Canal north and south of the A4 to be linked. North of the A4 the selected Route should recognise WBCT's plan to link the Canal main line at Stanley to the River Avon.	1
Zone 2 and 3 are too close to Lackham and the surrounding area/would destroy natural surroundings.	1
Visual blight on important rural areas around Stanley Lane.	1
The combination of the proposed solar farm and this route option would devastate the area.	1

The Avon Valley walk will be blighted by a flyover	1
Landscape (Option A – Zone 3)	
Concern that the outer route in this zone is too visually intrusive/visually prominent/cuts across too much open countryside.	5
In Zones 3-5 Option A is preferred as it minimises the impact on the local countryside.	1
In Zone 3 the second crossing of Wilts & Berks Canal would be costly.	1
In Zone 3 the second crossing of Wilts & Berks Canal would negatively impact on visual/landscape setting. Seems a very 'wide' routeing around the east side.	1
This option seems a very wide routeing around the east side.	1
Landscape (Option A – Zone 4)	
Concern that the outer route in this zone is too visually intrusive/visually prominent/cuts across too much open countryside.	4
Concern about landscape impact on important rural areas around Stanley Lane.	1
This route is considered to be less visually impactful to residents of Tytherton Lucas as it is lower down the slope down to the River Marden.	1
Option A impinges most on the Chippenham to Calne cycleway in zones 4 and 5.	1
A landowner comments that this option runs through one of their fields in this zone, and there are no objections if they are compensated for it.	1
Landscape (Option A – Zone 5)	
Concern about impact on the countryside in this zone.	1
Comment that in Zone 5 the Avon river crossing will be a scar on the landscape, it should be as far from the River Marden as possible.	1
Agricultural land (Option A – All zones)	
Object to loss of agricultural land.	30
This option is preferred as it is further away from farms.	2
Concerns about impacts on farmers livelihoods.	1
Agricultural land (Option A – Zone 4)	
Housing in zone 4 should not be developed as it will spoil the productive countryside.	1

Question 8 (outer route):
Theme - Heritage
Appendix C6

**No of
responses**

Heritage (All zones)

This will destroy/impact on heritage.	2
Considered that this route is worse in terms of crossing the River Avon, requiring a longer viaduct and two canal crossings which has negative implications in terms of heritage impacts.	1
Concern that Option A will impact on listed buildings at Old Pewsham and Forest Gate.	1
Heritage (Zone 2)	
This option is closest to conservation areas and heritage assets, potential harm, e.g. Pewsham House, Old Derry Hill	3
Heritage (Zone 4)	
This option is closest to conservation areas and heritage assets, potential harm e.g. to Tytherton Lucas conservation area, 18th century stone bridge over the river Marden, Scott's Mill.	3
Concern that in Zone 4 all three options impact archaeological sites.	1
Concern for impact on the view over to Maud Heath's monument.	1
Development of any roads or houses should ensure no adverse impact on the National Trust's Lacock site.	1

Question 8 (outer route): Theme – Economy and infrastructure Appendix C7		No of responses
Employment and economy (All zones)		
Concern that Chippenham currently offers poor choice for retail/leisure/services. The town needs regeneration.		9
Concern that Chippenham does not have the jobs to support the development.		4
Concern that there is only a small amount of employment land compared to the potential numbers of houses.		2
More employment land should be provided to decrease outward migration of people commuting to work each day.		2
Repurposing empty shops and commercial properties left post-pandemic should be looked at.		2
Jobs should come first, then entry point housing.		1
Comment that it will destroy the town centre.		1
Infrastructure and services (All zones)		
Concern that Chippenham does not have the infrastructure to support the development.		1
The distributor road should be kept away from the football grounds.		1

Would support a small amount of development shared equally across the county based on land area, if there was a substantial improvement in Chippenham's facilities to take account of the Chippenham development which has already happened.	1
The new road should include a filling station as there is not one on this site of Chippenham.	1
Infrastructure and services (Zone 3)	
In Zone 3, this route is advantageous as it avoids impacting on Stanley Park.	1
Health and social wellbeing (All zones)	
Concerns about negative impacts on human health.	6

Question 8 (outer route): Theme - Planning Appendix C8		No of responses
Relationship with the Local Plan review/prematurity (All zones)		
Concern that the case for building this number of houses in Chippenham has not been fully debated/Consultation on the distributor road predetermines the outcome of the Local Plan and so is premature.		20
Concern that the Local Plan review site selection process is biased in favour of the Future Chippenham site/Do not agree with the findings of the site selection process.		2
There is lack of strategic vision for the future of Chippenham.		1
Route A gives the greatest scope for the council to allocate sites for housing and industry, to avoid piecemeal development.		1
It appears that a decision on whether this development will take place has already been decided.		1
Compatibility with made/emerging neighbourhood plans (Zones 3/4)		
Concern regarding potential conflict of options for Zones 3 and 4 and the Bremhill Neighbourhood Plan.		2
Housing/Scale of development (All zones)		
There is no evidence to support the house building/evidence is out of date and flawed/houses aren't needed.		36
Concerns/objections about urbanisation of the area between Calne and Chippenham.		20
The outer route is preferred as this will futureproof the town for future development that is required in the future.		8
Focus should be on developing brownfield sites first.		4
It will encourage building either side of the road.		2

This option offers the best scope for development within the "envelope" so that attractive estates can be built without too many intermediate junctions on the through route/Provides good eastern and southern boundary for Chippenham.	2
Land west of the A350 should be developed instead.	1
None of the options are preferable as Chippenham already has enough housing development underway.	1
Too much development is planned for Calne, Chippenham, Corsham, Trowbridge.	1
The right type of housing must be delivered.	1
Concern that this option surrounds an area one assumes is considered available for development; therefore, this should be reduced.	1
Option A is preferred if it is planned take another swathe of land for housing, otherwise it is not supported.	1
Would like to know how this may link to any future development plans of the A350.	1
Housing/Scale of development (Zone 2)	
This option will encourage development up to the boundary of the road, which is not supported.	2

Question 8 (outer route): Theme – Consultation and process Appendix C9		No of responses
HIF bid and funding (All zones)		
Most expensive route/too expensive/not viable.		15
The Future Chippenham project is being rushed through the design and approval of the distributor road, to meet the grant timescale conditions, not because there is a determined need for a road.		4
This appears to only be an option so that the council can benefit from selling off the council farms.		3
Concern that there was no consultation prior to the HIF bid application.		2
The council must return the HIF grant to Homes England.		1
HIF bid and funding (Zone 2)		
The proposed viaduct in this Zone is not supported due to huge cost in building.		2
Process/consultation (All zones)		
A 'no road' option should have been provided.		20
Concern that this consultation doesn't discuss the 7500 homes, there has been no consultation on the houses. Consultation on road and houses should happen together.		3
Request that the views of residents be listened to and acted upon.		3
Concern that the three options are too similar and do not offer genuine choice.		1

Many issues raised during public consultation meetings were evaded by stating that “this was a matter for the planning department/local plan” and consequently significant concerns have never been adequately addressed or responded to.	1
Comment that the consultation material was not clear enough.	1
Comment that the consultation material shows image of a parent and child cycling on an idyllic country cycle track, which would be destroyed by this proposal.	1
Concern that the approach of running the road consultation in parallel to the Local Plan consultation is disingenuous and poses a conflict of interest for Wiltshire Council who appear to be unduly influenced by the funding opportunity and their conflicting roles as landowner, developer and local planning authority.	1

Question 8 (outer route): Theme – General Appendix C10		No of responses
General (All zones)		
The road is not wanted/not needed or justified/should not be progressed.		408
This option would have least impact on existing properties/least disruptive.		25
This option is the worst option/least preferred/Option A scored worst in the assessment categories.		16
This option is considered to be the best route.		14
While this route is preferred the middle route would provide better access for the new housing.		2
Calne Without Parish Council does not support the distributor road.		1
Resident concerns regarding potential negative impact on house values.		1
It is considered that the evidence should be re-examined post pandemic.		1
This option rides rough shot over people’s land/jobs and homes.		1
Road building is outdated, should not be encouraging more cars.		1

Appendix D

Responses to Question 9 relating to Option B (middle route)

The tables below itemise the summarised individual points raised in answer to Question 9, addressing Option B – the middle route. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 9 (middle route): Theme – Transport Appendix D1		No of responses
Transport (Option A - All zones)		
Concern that the road will worsen traffic and congestion		17
The road will worsen congestion in Chippenham and its surrounding areas		13
Concern that the road will increase the number of car journeys/increase commuting		8
Comment that this option is better than Option A		6
Concern re the destruction of recreation/safe exercise areas		6
Comment that this is the least bad route/best route		5
Comment that this option is better than Option C		5
Comment that the route too wide		5
Comment that this is the worst of the three routes		4
Concern that the road will sever minor lanes, footways, and the railway path		4
Comment that this is worse than Option C		3
Comment that public transport, cycle lanes should be improved instead		3
Comment that this is worse than Option A		2
Concern about the lack of decent bus links on this route		2
Comment that Increased traffic flow from M4 should use existing roads on the west side of town		2
Linking the A4 east of Chippenham to the A350 south near Lackham is not justified due to the majority of A4 west-bound through-traffic wanting to access either the M4 via M4 J17, the A420 or A4, not the A350 south		2
Comment that existing roads should be widened/improved		2
Comment regarding future travel options and working from home mean new roads not required, automated cars - smarter journeys.		2
Comment that the road scheme should make a positive contribution to green infrastructure for Chippenham to provide for pedestrians, cyclists, and public		2

transport. This would align with a likely shift in working and travel habits and contribute to climate change mitigation	
Comment that this route would help traffic	2
Comment that suggested benefit re congestion in the town centre must be outweighed by the proposals for a further 7500 houses.	2
Bypass likely to be needed in the future due to development/what is the point it's not a bypass	2
Comment that the proposed distributor road is to have a 30mph single lane, intended for access to the new properties, will not be able to ease existing traffic pressures and accommodate 10,000 new cars and at the same time, and any traffic using it to bypass the town will only exacerbate the problems caused.	2
Query if Footpaths & Cycle Routes will be maintained, whichever Option is chosen.	2
Query why the route doesn't follow the line of the electricity pylons rather than moving away in a sweeping bend immediately east of the flood plain crossing. Future residents will not want to live next to a distributor road nor pylons, so running both alongside each other more closely minimises the impact both have on the landscape and people's lives.	2
Concern about the safety impact of the proximity of major road to cycle path	2
Comment that an amendment to the outer route would be better.	1
The Environment Agency comment that a hybrid of options A and B is preferred.	1
Comment that a hybrid option would be better.	1
Comment that a good compromise would be to combine route option C from zone 1 and 2 with zone 3 and 4 from route option B.	1
Comment that the route should follow the route of the outer options through zones 1 and 2 before coming back towards the route shown for the inner route through zones 3, 4 and 5.	1
This Option should be altered with Zone 4 continuing and joining up with Calne, removing Zones 3,2 and 1. This would have the same effect overall and it would just drop to local traffic on the A4 and areas around Pewsham, as inter-town traffic would go along this new extended option which causes the congestion today.	1
Respondent having no strong feelings/no preference	1
Concern that as there is little difference between option B and C this makes it more likely that option A will be chosen. Option B/C should be treated as the same option.	1
Option B should become the "outer route" with option A disregarded.	1
Concern that the route option neither delivers the long-term benefits of the outer route; nor the potential 'development containment' of the inner route.	1
Comment that there seems little to choose between this and the inner route	1
Comment that this route would assist with congestion on the A4.	1

Comment that existing traffic problems in the town centre are limited to short periods of slow-moving traffic	1
A suitable route in terms of mitigating effects to residents on which is already a difficult road to (A4) to use.	1
Comment that this route seems excessive	1
Comment that route option B is too inward.	1
Comment about the lack of clarity about function of the road	1
Stagecoach West comment that the route sits centrally through potential housing parcels allowing it to efficiently perform a local access and bus route functions, more so in Zones 3-5	1
Concern that road shouldn't be routed through the housing development area due to safety concerns of mixing people with traffic	1
Option B has some connectivity advantages.	1
Comment that there needs to be further consultation on the exact route of the road and connections to it as the current proposal clearly does not consider established and well used cycleways and walks.	1
Comment supporting the need for this new level of connectivity	1
Concern that there are too many new link roads into quieter, residential areas of Pewsham.	1
Comment that the road will provide no benefits to the remaining Chippenham residents.	1
As the housing stock is built up, this road will fall outside of the housing area and so will be inefficient for many years to come	1
Comment that this route is better for pedestrians and cyclists than outer route, but affects pedestrians and cyclists more than inner route.	1
Comment that there is no evidence that it will reduce car use.	1
Comment that facilities for cycling and walking journeys from any housing developments into the town will be provided. If the council is serious about meeting climate change requirements then suggest that start putting in such facilities, establishing the routes early.	1
Comment that if additional housing is needed to the south of Chippenham it should be served by better non vehicular transport routes such as footpaths and cycle routes which integrate the housing into local services and the community. We should not be building additional roads to encourage and increase the use of cars.	1
The connection to existing roads, particularly roundabouts, will help traffic flow	1
The road must be built because of the known congestion within Chippenham.	1
Comment that congestion in the town isn't a problem	1
Comment that the route should be further out from the city to act as a bypass but could still be used to access Chippenham.	1

Comment that building the road in advance of development is absurd; in the event of any delay or cancellation of the proposed developments we will be left with a road whose only purpose is to encourage more road traffic and pollution.	1
Chippenham would benefit from a relief road/bypass to the south between the A350 and A4 to reduce traffic through the town area, but this is not what is proposed.	1
Option B runs through the middle of the residential areas, which is not compatible with the likely ring road characteristics of the new road	1
Comment that the road is unlikely to be used	1
The single lane 30mph road will make rat running through town more attractive at times	1
Concern that no consideration has been given to how non-motorised traffic - including cycles, pedestrians, horses - would integrate with non-road routes such as footpaths, bridle ways etc.	1
Concern as to how pedestrian and cycle access will be enabled between Chippenham and Lacock.	1
Comment that this route is less intrusive on Monkton Park	1
Concern that the additional impact of houses, side roads etc isn't shown.	1
Comment that there is no evidence that it will reduce car use	1
Comment that more information on cycle path alongside this route is needed - will it be segregated, on both sides of the road, how will it cross the proposed roundabouts/junctions (prioritisation or give way to traffic)	1
Comment that this requires 2 very long bridges	1
Concern that there is a lack of radial links to Chippenham town centre, resulting in possible congestion on London Road between Avenue La Fleche and Pewsham Way, which would become the most direct route to the town from a large part of the proposed North Eastern developments. This is a residential street and important walking route to town/Abbeyfield School. Safety concerns.	1
Gleeson welcome opportunity to work with the council on the detailed alignment of the link road through the site, and the location and form of the access onto the link road from the A4 London Road, and note that this appears to be the route shown in the Wiltshire Local Plan consultation masterplan for Chippenham.	1
Gleeson comment that the 'best fit' route shown in this consultation does not follow option B within Gleeson's control, and instead follows option C, which does not appear to be justified.	1
Transport (Option A – Zone 1)	
Connection with A350 (not a B-road) is good/connection with existing Lackham roundabout on A350 provides a strong link and avoids unnecessary junctions.	7
Considered to be the preferred option/least bad option in this Zone.	3
Hallam Land consider this to be the best route option through Zone 1.	1

The connection from Pewsham Way to the A350 does eliminate the bottleneck at the Bridge Centre but should be reviewed in isolation to the road planned to the North of the A4.	1
Stagecoach West express preference for this route in the main, while remaining sceptical as to its relevance and effectiveness in Zones 1 and 2.	1
Comment that this is less effective as a distributor than option C, since it passes outside of developments in zones 1, 2 and north of zone 3.	1
Stagecoach West comment that in zones 1 and 2, where the existing Pewsham Way would be the most logical bus route picking up existing and new demands and creating a critical mass of hinterland to support a sufficiently direct and regular service.	1
Comment that use of existing Lackham roundabout would cause more congestion in an already sometimes congested area.	1
Comment that this route will be very difficult to tie in to Lackham Roundabout unless the Lackham College exit is removed.	1
Concern about the scale of bridge construction in Zone 1	1
Comment that the route doesn't link to an existing roundabout (Zone 1).	1
Transport (Option A – Zone 2)	
Concern that the Pewsham link is not a direct route into town/doesn't align with any of the roads into Pewsham	2
Within zone 2, Gleeson supports Option B as it appears to be the most sensible route.	1
Support route in zone 2.	1
Support link road 3	1
Comment that the route should connect to an existing roundabout (not additional) at Pewsham Way	1
This option is largely parallel to Pewsham Way, therefore considered to be redundant.	1
Concern that there are too many new link roads into quieter, residential areas of Pewsham.	1
Comment that the route is too close to the Pewsham estate.	1
No need for the road through Zones 2, 3 & 4, as existing Pewsham Road can be used with connection between Lackham roundabout and Canal Road roundabout.	1
Transport (Option A – Zone 3)	
Comment the that the junction with the A4 should be a roundabout rather than a staggered junction.	26
Concern that traffic congestion/accidents will increase unless roundabout used at connection with A4.	3

Query whether traffic will have to join A4 for a short distance at the junction.	2
Comment that the respondent prefers the way this road links to the A4	2
Comment that the routing from Zone 3 onward to Rawlings Green would be the most sensible of the options	1
Strongly disagree with the route through Zone 3.	1
Concern that a roundabout would encourage through traffic to take the distributor road in either direction, rather than continuing straight through to the Bridge Centre.	1
Comment that the crossing of the A4 will inconvenience drivers in this location	1
Concern that the proximity of the junction with Stanley Lane will encourage through traffic.	1
comment that the route utilises a 'gap' on A4	1
Comment that the location of junction on A4 is poor	1
Comment that through access should be provided along Stanley Lane, e.g. via bridge or tunnel.	1
Zone 5 would need to join the Stanley Park road to the proposed new road end point. Would save cost and impact.	1
Comment that the route doesn't need to proceed beyond the A4	1
The road should be removed from zones 3 and 4	1
Transport (Option A – Zone 4)	
Concern that this will destroy/sever the old railway walk/Chippenham-Calne cycle path which is well used by community.	19
Strongly disagree with the route through Zone 4.	2
Request the route be passed over or under the Chippenham-Calne cycle path to minimise impact.	2
Concern that proximity of major road to cycle path which is used by people of all ages will affect safety.	1
Comment that the route should not go through the middle of the development area in this zone.	1
Comment that the route doesn't need to proceed beyond the A4.	1
In Zones 4 and 5, the Eastern end of the road will link to the B4069. This passes through and past small communities that will be impacted detrimentally by additional traffic. There is no means to link the two northern ends of the routes and Hill Corner, Jackson's Lane and Kington Langley will suffer significant increased traffic as people will not travel all the way to jct17 to cross to the west, nor will they circumvent Chippenham to do so.	1
Transport (Option A – Zone 5)	

Query how this links to a new road out of Monkton Park to alleviate traffic on Station Hill and Darvey Close (once Rawlings Park development underway).	3
Strongly disagree with the route through Zone 5.	2
Access through to Monkton Park is requested/query why this link is not provided.	2
How will the link road progress once connected to the Rawlings Farm development?	2
Query how this route links to the Langley Road.	1
Concern that routing through the development area will cause safety issues from traffic and be a barrier to walking/cycling.	1
Comment that the route should not go through the middle of the development area in this zone.	1

Question 9 (middle route): Theme – Climate change and flooding Appendix D2		No of responses
<i>Climate change (Option A – All zones)</i>		
Concern about climate change/impact on carbon footprint and environment/conflict with the council's declaration of a climate emergency/commitment to zero carbon development		36
Concern about high levels of carbon emissions/loss of an important carbon sink.		3
Comment that this option is shorter than option A so would have a lower carbon impact.		1
<i>Flooding (Option A – All zones)</i>		
Concern that route will Increase the risk of flooding		11
Concern that this route is closer to the flood plains		2
Concern that no comprehensive impact assessment has been conducted on communities downstream Lacock and the hamlet of Reybridge, despite plans to build houses and the road route on land surrounded by fields that are prone to flooding.		1
The use of viaducts across flood plains is unjustifiable and unnecessary due to loss of flood storage and high cost.		1
The Environment Agency comment that this route needs the fewest overall river crossings, with the smallest possible width crossing the channels/floodplain in a way that does not impede flood flow		1
<i>Flooding (Option A – Zone 1)</i>		

Wiltshire Council's drainage team note that there are records of highway flooding reports on Lackham Roundabout	1
Wiltshire Council's drainage team raise that groundwater level around the Lackham roundabout junction in the South West Corner are predicted to be just below the surface here.	1
Flooding (Option A – Zone 2)	
Concern that route crosses a lot of surface water as depicted in PEAOR. Fields intended to be built on serve as rainwater sinks during wet weather	1
Wiltshire Council's drainage team comment that the connection into Pewsham Way is shown to be at risk of surface water flooding.	1
Wiltshire Council's drainage team comment regarding groundwater, that ground conditions are expected to improve quickly and should not present any further issues throughout the remainder of the route.	1
Flooding (Option A – Zone 3)	
Concern regarding flooding in the area	1
With regard to zones 3-5, concerns are raised about flooding, e.g. at Westmead Playing Fields. Storm events are happening much more frequently due to climate change. Rapid floods are due to the Oxford clay along the West bank of the Avon and along the Marden. Development in this area will increase water run off/flooding south of Chippenham. Concern that SUDS can be bypassed during storm events. May lead to flooding of Lacock Abbey.	1
Concern that the route crosses a lot of surface water as depicted in PEAOR. Fields intended to be built on serve as rainwater sinks during wet weather	1
Wiltshire Council's drainage team note that at London road, Pewsham the route passes through an area of higher risk surface water activity.	1

Question 9 (middle route): Theme – Pollution and air quality Appendix D3		No of responses
Pollution and air quality (Option A – All zones)		
Comment that this route increases/creates pollution (air/noise/light)		35
Comment that this route would result in less noise and air pollution.		2
Comment that noise mitigation measures will not solve the problem.		1
Comment that the route shouldn't be routed through the housing development area due to noise and air pollution impacts		1
Pollution and air quality (Option A – Zones 3/4)		
Concern about detrimental impacts pollution levels (noise/air/light) in Zones 3 & 4.		2

Light/noise pollution would be issues which cannot be mitigated because the route is elevated on the side of the hill next to New Leaze farm.	1
Concern that a staggered junction on A4 will have detrimental effect on air quality in this area.	1

Question 9 (middle route): Theme - Ecology Appendix D4		No of responses
Ecology (Option A – All zones)		
Concern about negative impacts on biodiversity/wildlife species and habitats.		38
Comment that the route is not too close to the river/ saves natural habitat		4
Comment that the road development needs to prove a net gains for biodiversity/biodiversity mitigation.		3
Concern that there has been no environmental impact assessment for this proposal.		2
The council should work with the local Wildlife Trust on wildlife habitat creation.		1
Concern about negative impacts/fragmentation of habitat connectivity in Baydons Meadow wildlife.		1
Option B has some environmental advantages.		1
Ecology (Option A – Zone 1)		
Comment that the Route appears to remove less natural habitat in this zone than other options.		1
The Environment Agency comment that option B is the preferred route in terms of both water environment and biodiversity in this area.		1
Ecology (Option A – Zone 3)		
Comment that this route does not impact on great crested newts in this area, as other options do.		1
Concern that desk based assessments that have been carried out omit a significant amount of wildlife present in Zone 3.		1
The Environment Agency comment that option B is the preferred route here, having the fewest watercourse crossings and lengths of channel impacted.		1
Route options A & B not supported Zones 3 & 4 as they are too impactful on natural habitats.		1
Ecology (Option A – Zone 4)		
Comment that this route does not impact on great crested newts in this area, as other options do.		1

Question 9 (middle route):
Theme - Landscape
Appendix D5

**No of
responses**

Landscape (Option A – All zones)

Concern about impact on the landscape/rural setting/too visible/destruction of greenspace/destruction of Avon/Marden Valley.	106
Comment that the route has more potential to destroy the river valley/have a negative impact on the countryside/be more visually unappealing.	24
Comment that this is the most sensible route option in terms of mitigating impact on the overall landscape	4
Comment that this route is too close/too impactful on the old canal.	3
Comment that any new road here will destroy the distinct rural villages of surrounding villages, e.g. Studley, Derry Hill, and Bremhill/coalescence with Chippenham.	3
Significant mitigating measures are needed to mitigate impact on local views.	2
Concern that this route will prevent access to the countryside	2
Support for proposals to assist the Wilts & Berks Canal access, etc.	2
This route encroaches into the countryside more than Option C.	1
Comment that this route is closer to Chippenham boundaries and impact to environment too significant and wholly unnecessary.	1
Concern that this route is closer to the development area which will have a greater negative impact on the housing development	1
Comment that the route avoids current dwellings and therefore no impact on current housing	1
Comment that this route should not cross the canal.	1
Wilts & Berks Canal Trust raise concern about the proximity of the Canal and suggest careful and detailed design would be needed.	1
Wilts & Berks Canal Trust comment that provision needs to be made for vehicular access to the Canal and parking for visitors.	1
Concern that this route has more of a negative impact on quality of access to the canal path recreational asset than the Zone 2 route for Option A	1
Comment that this route avoids interaction with Pewsham Lock, provides better access to the Lock.	1
Comment that this route doesn't cut up the Wilts and Berks canal	1

Landscape (Option A – Zone 1)

Comment that the river valley viaducts will adversely affect natural beauty in this zone.	1
Concern that the viaducts will have negative impact on currently unspoilt stretches of the Avon river valley, especially the stretch between Rowden Manor and Reybridge.	1
Landscape (Option A – Zone 2)	
Concern about the adverse impact on canal with destruction of the rural aspect of the canal towpath	4
Comment that route avoids the Wilts & Berks Canal	2
Concern that the character of the fields south of Pewsham would be destroyed	1
Comment that the route is less visually intrusive in this Zone.	1
Comment that time saved on journeys is not worth the destruction of the surrounding landscape	1
Stagecoach West comment that this route impinges least on the northern part of Zone 2 - Forest Farm - allowing that site to come forward independently, as a very important contribution to housing land supply that is already able to take direct advantage of a frequent direct bus service - Stagecoach 55. this makes it stand apart from any of the other major land parcels being considered for Local Plan allocation.	1
Concern about loss of peace and quiet in the countryside	1
Comment that the route would offer good access to Pewsham Locks, the canal, and walks. Route is close to existing footpath	1
Landscape (Option A – Zone 3)	
Comment that this route option is less visually intrusive in this zone.	2
Concern about loss of green space/amenity for very large number of Chippenham residents	2
Comment that the route shows total disregard for the land and wildlife across the Marden Valley	1
Concern that the route is highly visible from Bremhill Parish and located in the Marden Valley thereby impacting on the natural habitat	1
Concern that the route is highly visible from Bremhill Parish and nearby villages	1
Route options A & B are not supported Zones 3 & 4 as they are too visible from Bremhill Parish/Marden Valley.	1
Landscape (Option A – Zone 4)	
Concern about impact on cycle path (access to nature) which is used by people from a wide geographical area and by people of all ages	5
Concern about the visual impact on conservation area/Marden Valley/Tytherton Lucas, cannot be mitigated by earth bunds	3

Concern that the road rises and follows the ridgeline which makes it highly visible, and will increase light and noise pollution	2
Concern about loss of green space/amenity for very large number of Chippenham residents	2
This route destroys the peace of main walk along the old railway to Calne (Zone 3)	2
Wilts & Berks Canal Trust comment that north of the A4 the route should recognise WBCT's plan to link the Canal main line at Stanley to the River Avon.	1
Comment that this route option is less visually intrusive in this zone.	1
The river valley viaducts will adversely affect the natural beauty of these places	1
Comment that Zone 4 should not be developed to save more productive countryside.	1
Route is highly visible from Bremhill Parish and located in the Marden Valley thereby impacting on the natural habitat	1
Route is highly visible from Bremhill Parish and nearby villages	1
Whilst this route has some amelioration of the interface with Tytherton Lucas, it would still be very significant	1
This route is too near Tytherton Lucas	1
Some negative impact on the experience of leisure users from crossing the former cycle track near where it becomes the old canal path. Potential to partially mitigate this by prioritising non car users in the design of the road, ensure crossing points are designed with pedestrian safety as a priority. Probably more of a negative impact on the overall quality of access to the canal path recreational asset than the Zone 2 route for Option A	1
Landscape (Option A – Zone 5)	
Zone 5 - the Avon river crossing will be a scar on the landscape and the bridge should not be built. If it must be built, it should be as far from the River Marden as possible.	1
Agricultural land (Option A – All zones)	
Concern that that route irrevocably/unnecessarily damages farmland	21
Comment that agricultural land should be retained to ensure future local food security.	15
Comment that the route runs through Council owned farmland, which is preferable to land required from private landowner	1
Concern that zone 1-4 cross various farms, query whether access to these fields has been considered.	1
Concern that there is little regard to existing farm buildings	1
Concern that farms will be lost	1

Question 9 (middle route): Theme - Heritage Appendix D6		No of responses
Heritage (All zones)		
It would be too visible from the conservation village of Tytherton Lucas.		1
Concern that this route will ruin heritage sites		1
Heritage (Zone 1)		
Significant mitigating measures are needed to mitigate impact on the setting of multiple heritage sites along the route e.g. listed buildings of Showell Farm (Zone 1).		2
Heritage (Zone 2)		
Comment that there is a heavy impact on archaeology.		1
Heritage (Zone 4)		
Impacts on archaeological sites.		1

Question 9 (middle route): Theme – Economy and infrastructure Appendix D7		No of responses
Employment and economy (All zones)		
Comment that there are insufficient local employment/ proposals do not generate any significant new employment opportunities, particularly when the additional 7500 houses are factored in.		5
Comment that the route is not justified by the current economic environment.		1
Comment that the development is not required until jobs demand it		1
Concern that the only new jobs that the development will create are the ones required to build the road and houses.		1
Comment that this will not benefit the local economy		1
Infrastructure and services (All zones)		
Concern about lack of town centre/Pewsham facilities and infrastructure. Shop, schools etc, lack of town centre development means unnecessary road trips to out of town shopping. The town needs upgrading and expanding providing jobs to the locals before providing more homes.		5
Comment that the new road should include a filling station as there is none on the SE side of town until you get to Calne.		1
Infrastructure and services (Zone 3)		

Concern that the route is too close to Abbeyfield school	3
Comment that the route avoids Stanley Park and therefore has no impact on current sporting facilities	2
Concern that the route is too close to Stanley Park/Lane and will negatively impact the green space	2
Sport England request that more information is provided about the potential impact on Stanley Park.	1
Health and social wellbeing (All zones)	
Concern about loss of safe environment for exercise	4
Opposed to this road on a wellbeing standpoint	4
Comment that loss of green space and noise and pollution are not good for health	3
Concern that the proposals do not appear to comply with current best practice e.g. Spatial Planning for Health document.	1

Question 9 (middle route): Theme - Planning Appendix D8		No of responses
Relationship with the Local Plan review/prematurity (All zones)		
Comment that this consultation predetermines the results of the Local Plan review/if the proposals are considered prior to the adoption of Local Plan they should be judged as speculative development and against the currently adopted development plan.		20
Query why the housing target for Chippenham nearly 5000 more than the Government is requesting.		5
Comment that the route is not justified by the current planning situation		1
Compatibility with made/emerging neighbourhood plans (All zones)		
Comment that this conflicts with Chippenham, Bremhill, Calne and Calne Without neighbourhood plans.		3
Compatibility with made/emerging neighbourhood plans (Zones 3/4)		
Land between the North Rivers cycle path and the River Marden is protected from development in the Bremhill Neighbourhood Plan and this should be respected.		3
Housing/Scale of development (All zones)		
Comment that no more housing is wanted or required/There is no credible evidence of need for the number of new homes proposed.		40
Concern about leading to urban sprawl/further expansion/urbanisation/industrialisation/turning Chippenham into a dormitory town		10

Comment that brownfield land within Chippenham town centre should be considered for development first including empty offices.	8
Comment that there is no need to expand Chippenham to the east or south	3
Comment that the route is not too close to current housing but links to the proposed new housing	3
The route shouldn't be within the development area	2
Comment that Chippenham isn't and won't be attractive to encourage young people to stay	2
Prefer to see smaller scale/'organic' growth.	2
Comment that both options B and C are seen as a road purely for additional housing and will not provide a diversion around Chippenham and hence ease congestion	2
Concern that this will overdevelop Chippenham without due consideration of consequences.	2
Concern that this option opens too much area for development	2
This option gives sensible room for later/future housing/development 'infill'	2
Comment that this route marginally reduces the destruction and increase in urbanisation.	1
Comment that this route balances all aspects of future developments	1
Concern that this route is within the current urban boundary, it would lead to more unnecessary development	1
Comment for this route to be anything other than a ring road there would have to be development on both sides of the road.	1
Comment that this road seems too large given that development areas for over 2000 houses have already been identified west of the river.	1
Concern that Chippenham will become a conurbation of suburbs which will have to have their own amenities to support the residents, which is likely to do very little for the town centre.	1
Concern that Chippenham has had major development in recent years. the development in the north of town has had a spine road built to improve access there.	1
Comment that there are other areas which can be developed such as west of the A350	1
Request for much reduced area for development within the town envelope.	1
Concern that the town is already over-populated.	1
Concern about suitability of route in 20 years' time - traffic/housing	1
Comment that it is unclear where the housing is intended to go, outside of flood plains.	1

Comment that new build properties within Chippenham aren't being filled.	1
Comment that new homes should be more evenly distributed around the county.	1
Concern that this route will destroy existing homes.	1
Placemaking (All zones)	
Concern that the future development will be generic housing.	4

Question 9 (middle route): Theme – Consultation and process Appendix D9		No of responses
HIF bid and funding (All zones)		
Comment that this is an improper use of taxpayers' money.		15
Comment that this is unnecessary spending when there should be investment in the current road infrastructure/environment/town centre.		7
Query why consultation was not carried out before funding was agreed.		4
Comment that Wiltshire Council must return the HIF grant intact to Homes England.		1
The road was initially misleadingly described as a relief road in the Cratus report.		1
Comment that the cost for road could not be afforded/needed without the additional housing		1
Comment that the money should be invested in protecting the environment and working towards climate neutral by 2030		1
Comment that the cost of viaducts is unjustified.		1
HIF bid and funding (Zone 1)		
Concern about the expensive crossing of the river.		1
Process/consultation (All zones)		
Comment that the consultation does not allow consultees to select no road.		13
Comment that the consultation materials are misleading; the consultation is not meaningful; consulting during a national lockdown does not empower residents		11
Comment that the additional ecological, physical, or social impact of houses, side roads etc isn't shown.		5
Comment that there is conflict of interest for Wiltshire Council as landowner, developer, and local planning authority.		4
Concern that issues raised during public consultation meetings were evaded by stating that "this was a matter for the planning department/local plan" and consequently significant concerns have never been adequately addressed or responded to.		2

A consultation on the number of houses needed by Chippenham should be undertaken first	2
Alternative options to routes A B and C should be offered.	1
The three options do not offer real choices, are too similar.	1

Question 9 (middle route): Theme – General Appendix D10		No of responses
General (All zones)		
Comment that the road option is not wanted; not needed; not sustainable; not acceptable; not viable; not suitable; unacceptable; shouldn't be built		349
Comment that this is the preferred route/sensible/logical/balances the various pros and cons of the road options/best route for the environment/topography/proximity to housing/looks to satisfy all requirements		28
Concern about damage to the character and amenities of the town and the damage to residents		9
Comment that the supporting evidence is out of date.		3
Resident concern that this route option will negatively affect their property/outlook.		2
Route has greater impact on residential areas		2
Concern that the road proposals are motivated by money rather than needs/well-being of existing residents		1
Comment that respondent would like to see what impact the option of no road would have		1
Comment that all parts of Chippenham are within a reasonable distance for this road option.		1
Comment that this route keeps the road within the proposed new neighbourhoods which makes sense.		1
Comment that this is a long overdue infrastructure project		1
Comment that future planning should not encourage car use		1
Comment that that daily number of commuters is likely to reduce post-Covid		1

Appendix E

Responses to Question 10 relating to Option C (outer route)

The tables below itemise the summarised individual points raised in answer to Question 10, addressing Option C – the outer route. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 10 (outer route): Theme – Transport Appendix E1		No of responses
Transport (Option C - All zones)		
Concern that the Future Chippenham development will worsen pressure on road network/congestion/air pollution in Chippenham and its surrounding areas.		37
Concerns about the impacts on existing popular and well used footpaths/cycleways, e.g. from Hardens Farm, Chippenham-Calne cycleway and path alongside the Avon/have played important role in providing opportunities for exercise through the lockdown/detriment to resident's ability to access the countryside.		29
This route is too close to existing housing, negative impacts on existing properties.		14
Concern that this does not address congestion in the town centre/potential to add to town centre congestion as it draws traffic too close to the centre of Chippenham.		8
This option is too close to existing routes to be of use/to be able to relieve congestion.		6
Invest instead into current road infrastructure, town centre environment.		6
Additional funding should be aimed at enhancing public transport/sustainable transport.		5
Would prefer to see Pewsham Way widened instead of building this new road.		4
This option is parallel to Pewsham Way, therefore considered to be redundant.		3
Concern that the road will sever minor lanes and the railway path.		2
The nature of the proposed adjacent cycle path is unclear, how it will cross roundabouts/junctions, will cycles have priority?/Not enough consideration given to how non-motorised traffic will integrate.		2
This option connects to the B4528, which means drivers from Corsham way would need to drive down the A350 and then back on themselves to get to it. Where it joins the A4, it's too close to Chippenham, so drivers from Calne will need to travel quite close to Chippenham to use the road, at which point it is questionable if the road was worth using or if they should just use Pewsham Way.		2
Concern that this route will soon become integrated into the town centre and go back to causing congestion, albeit in a different location.		2

This option provides the better connectivity.	2
The only desirable thing about this option is how it links to Pewsham Way at the Canal Road roundabout	2
The Inner Route Option should be shorter and more direct - should run from Rawlings Green directly past Abbeyfield school, closer to Pewsham Way (or widen and use existing road) then run straight to Lackham roundabout.	2
Linking the A4 east of Chippenham to the A350 south near Lackham is not justified due to the majority of A4 west-bound through-traffic wanting to access either the M4 via M4 J17, the A420 or A4, not the A350 south.	2
A much shorter link should be built between Pewsham Way/A350 to help with the traffic congestion at the Bridge Centre.	2
The road should not be built in advance of development, in case of any delays/cancellation of the proposed development.	2
This route proves better scope for walking and access to public transport.	1
The proposals are unclear about what facilities for cycling and walking will be provided linking new housing to the town.	1
WBCT express concern as to how pedestrian and cycle access will be enabled between Chippenham and Lacock.	1
Concern that there is a lack of radial links to Chippenham town centre, resulting in possible congestion on London Road between Avenue La Fleche and Pewsham Way, which would become the most direct route to the town from a large part of the proposed North Eastern developments. This is a residential street and important walking route to town/Abbeyfield School. Safety concerns.	1
This option has poor connection to London Road, Option A is better.	1
Concern that this will lead to more traffic routing through country lanes to the east of Chippenham.	1
The option appears to tight and twisty for a 'main road'.	1
Consider that Route C is the best route up to Pewsham, after which Route B should be taken.	1
WBCT notes that routes provision needs to be made for vehicular access to the Canal and parking for visitors. This route option would provide the opportunity for WBCT to take responsibility for public access to Brickworks Wood (the remaining part of the Chippenham Branch).	1
Concern that this option will become an internal linkage surrounded by new developments within 15 years, resulting in a later need for the outer route.	1
This Option should be altered with Zone 4 continuing and joining up with Calne, removing Zones 3,2 and 1. This would have the same effect overall and it would just drop to local traffic on the A4 and areas around Pewsham, as inter-town traffic would go along this new extended option which causes the congestion today.	1

There is little need for a road from Lackham to Monkton Park/North East Chippenham as motorway-bound traffic would be best using the A350.	1
Trams should be provided.	1
If housing is to be built, a bypass further out is needed.	1
Do not wish to see a linking road to the east as part of these proposals.	1
Transport (Option C – Zone 1)	
The route should join with the A350/existing roundabout i.e. Lackham Roundabout.	44
It is not clear why this route does not start at Lackham College like the other two routes.	2
Concern that in Zone 1 this route passes very close to properties at Lower Lodge Farm.	1
Best option as in zone 1 it has the shortest bridge - this would relieve traffic congestion at the bridge centre and give direct access to the A350.	1
In Zone 1, this route should be connected to the existing proposed developments in the area or those developments revised to remove the through road.	1
Do not support the extra roundabouts in Zone 1.	1
Agree with route shown in zone 1.	1
Transport (Option C – Zone 2)	
Concern about negative impacts in Zone 2 on the walking route to the canal.	3
The route is too close to the outer edge of Pewsham in Zone 2.	3
This option has best connectivity with Pewsham because of the link road connection at Canal Roundabout.	2
Do not support the Option C link road to Canal Road roundabout/safety concerns about the junction.	2
Agree with route shown in zone 2.	1
With regard to Zone 2, the route should be changed to tie in to Pewsham Way at Lodge Road roundabout, then use Pewsham Link Option 1 and the Zone 1 Option C route.	1
The connection between zone 2 and 3 is through a roundabout which is one of the safest options to regulate traffic, especially around this traffic artery west of Chippenham.	1
No need for the road through Zones 2, 3 & 4, as existing Pewsham Road can be used with connection between Lackham roundabout and Canal Road roundabout. Would save cost and impact.	1
In Zone 2 there is potential to partially mitigate impacts on the walking route by making the interests of non-car users a priority in the design of the road.	1

Would rather the Option C link to Pewsham be similar routing to options A or B.	1
Support the connection of Pewsham with Lackham roundabout but would prefer if Pewsham Way was widened through Zone 2 with another connecting road from somewhere closer to the existing A4 roundabout to Rawlings Green.	1
Transport (Option C – Zone 3)	
Concern about negative impacts on the popular railway path recreation route linking Chippenham to Calne.	6
Concerns about proximity to the school	4
Concern that the at A4 crossing, the road routes too close to existing housing.	4
Concern about loss of amenity/house prices for properties close to the route in Zone 3.	3
The inner route in the northern section of Zone 3 and southern section of Zone 4 is preferred, compared with the other two routes.	2
The addition of a roundabout north east of Stanley Park seems pointless/chaotic	2
WBCT note that the requirement for a roundabout or staggered junction crossing on the A4 should be coupled with a design that enables the Canal north and south of the A4 to be linked.	1
WBCT note that north of the A4 the selected Route should recognise WBCT's plan to link the Canal main line at Stanley to the River Avon.	1
Concern that the roads will be busier around Abbeyfield School and Stanley Park football ground.	1
This zone cuts too close to Pewsham Way and is of concern for road safety.	1
The connection between zone 2 and 3 is through a roundabout which is one of the safest options to regulate traffic, especially around this traffic artery west of Chippenham.	1
The route should not proceed beyond the A4.	1
Concern with proposals for staggered junction, a roundabout would make more sense.	1
Do not support the extra roundabouts in Zone 3.	1
Strongly disagree with route shown in zone 3.	1
Concern that property will be forced to be sold to accommodate this route.	1
Do not think there should be any kind of junction at Stanley Lane, access should be provided via bridge or tunnel.	1
Do not support a roundabout equivalent to a 90 degree turn, would prefer a turning instead.	1
Do not support this element of the road.	1

Transport (Option C – Zone 4)	
Concern about negative impacts on the popular railway path recreation route linking Chippenham to Calne.	3
Query why there is no link road to Monkton Park, which would relieve traffic congestion and improve accessibility to the town centre/station. Concern that there will be added traffic pressure on Hill Corner, Jackson's Lane and Kington Langley.	3
Do not agree that routes through Zones 4 & 5 are required/should not be built.	2
The inner route in the northern section of Zone 3 and southern section of Zone 4 is preferred, compared with the other two routes.	2
Concern about negative impacts on Jubilee acres.	2
Zone 3/4 - The route should be moved south to cross south of the Chippenham to Calne national cycle route.	1
Strongly disagree with route shown in zone 4.	1
Landowners note that Option C is not deliverable in Zone 4 due for legal reasons	1
This impact on the cycle track could potentially be partially mitigated by including a safe cycle path running alongside the new road to improve leisure access to the surrounding area.	1
It is not clear why the option C route crosses under the line of the pylons twice - would make more sense to stay on the outside of the pylons passing between the pylons and New Lease Farm.	1
Transport (Option C – Zone 5)	
Support Zone 5 route	1
Strongly disagree with route shown in zone 5.	1
It is not clear how the route links to the Langley Road.	1
It is not clear how the route in Zone 5 connects with the railway.	1

Question 10 (outer route): Theme – Climate change and flooding Appendix E2		No of responses
Climate change (Option C – All zones)		
Concern about climate change/impact on carbon footprint and environment/conflict with the council's declaration of a climate emergency.		27
Flooding (Option C – All zones)		
Concern about the potential for increased risk of flooding.		14

The use of viaducts across flood plains is unjustifiable and unnecessary due to loss of flood storage and high cost.	1
<i>Flooding (Option C – Zone 1)</i>	
Concern that Option C crosses one of the lowest points of the floodplain which is susceptible to inundation along the footpath and stile by Lackham College. Concern that this requires a visually intrusive long elevated section of road.	1

Question 10 (outer route): Theme – Pollution and air quality Appendix E3		No of responses
<i>Pollution and air quality (Option C – All zones)</i>		
Concern about the air/noise/light pollution impacts resulting from traffic resulting from the road/contrary to national and local policy/implications for public health.		37
Do not agree that the new road will ease congestion in the town, the road will worsen congestion and air pollution in Chippenham and its surrounding areas.		2
Concern that building of bridges will increase pollution and rubbish being discarded, adverse impacts on residents.		1
Considered to be the least desirable option as it will have the most impact on existing communities with more air pollution and noise pollution.		1
Visual and noise impacts of greatest concern.		1
<i>Pollution and air quality (Option C – Zone 1)</i>		
Concern that properties at Lower Lodge Farm will be blighted with noise and air pollution by this route/request to know what measures would be taken to screen the road and provide noise barriers from existing properties.		1
<i>Pollution and air quality (Option C – Zone 2)</i>		
Too much noise pollution, Pewsham Way is noisy enough as it is.		1

Question 10 (outer route): Theme - Ecology Appendix E4		No of responses
<i>Ecology (Option C – All zones)</i>		
Concern about negative impacts on biodiversity/wildlife habitats.		83
Considered to have the least impact on the environment of the three options/least impact on wildlife and rivers		14

Would destroy the pond for great crested newts, must be protected, choose another route.	3
Ecology (Option C – Zone 1)	
Concern about the proximity of the proposed inner route to Mortimores Wood, which is ancient woodland much valued by local people.	2
Ecology (Option C – Zone 3)	
Concern about impacts on ecology in this zone.	5
Concern that the route in this zone requires relocation of protected newts.	3
Concern about negative impacts/fragmentation of habitat connectivity in Baydons Meadow wildlife.	1
Ecology (Option C – Zone 4)	
Concern about impacts on ecology in this zone.	3
Least impact from a biodiversity perspective.	1
While it is considered that none of the road should be built, this option results in less damage to biodiversity to land north of the cycle track/protected under the Bremhill Neighbourhood Plan.	1
Ecology (Option C – Zone 5)	
Concern about impacts on ecology in this zone.	3

Question 10 (outer route): Theme - Landscape Appendix E5	No of responses
Landscape (Option C – All zones)	
Concern that this will ruin the countryside setting and amenity of the countryside. Destruction of countryside and environment/Harden & Avon Valleys.	73
Concern about the loss of rural setting and character/identity of Chippenham and surrounding villages.	27
This option is preferred as it is closest to the town centre/furthest from the countryside, therefore less landscape impact.	12
This option maintains small town character of Chippenham.	4
The outer options are preferred as they will leave space for green space/a noise buffer between the distributor road and housing developments.	2
This option has less impact in terms of keeping away from the restored canal.	1
This option is preferred as it will be less visible from surrounding villages.	2

Landscape (Option C – Zone 1)	
Concern that this option would require link to Pewsham cutting across a pleasant walking route that is parallel to Avenue La Fleche.	1
Landscape (Option C – Zone 2)	
This option would be less visually intrusive in the landscape in zones 2 and 3.	1
This option is further from Lackham area, preventing destruction of greater areas of land.	1
Landscape (Option C – Zone 3)	
This option would be less visually intrusive in the landscape in zones 2 and 3.	1
Landscape (Option C – Zone 4)	
Object to this part as too visible from Tytherton Lucas and Kellaways area.	3
No development should take place in Zone 4 due to adverse impacts on the Marden and Avon chalk stream valleys.	2
While it is considered that none of the road should be built, this option results in less landscape damage to land north of the cycle track/protected under the Bremhill Neighbourhood Plan.	1
Landscape (Option C – Zone 5)	
Object to this part as too visible from Tytherton Lucas and Kellaways area.	3
Concern about the visual impact of the river crossing bridge in Zone 5. If it must be built it should be as far from the River Marden as possible. This needs to be reassessed.	1
Concern about landscape impacts on the Marden and Avon chalk stream valleys.	1
Agricultural land (Option C – All zones)	
Concern about the loss of/dissection of working farms/farming should be supported.	36
Agricultural land should be retained to ensure future local food security.	10
This option results in the least loss of/splitting of farmland	3
Agricultural land (Option C – Zone 1)	
Too close to existing farm buildings in this zone.	3
Further away from Lackham area preventing destruction of greater areas of land.	1
Agricultural land (Option C – Zone 2)	
Too close to existing farm buildings in this zone.	3

Question 10 (outer route): Theme - Heritage Appendix E6		No of responses
Heritage (Option C – All zones)		
The inner route has the least environmental impact on the countryside heritage of Chippenham.		4
This option is preferred as it will have the least impact on Tytherton Lucas conservation area.		1
Heritage (Option C – Zone 1)		
Concern that Option C will have visual impacts on Rowden Park conservation area due to its connection to the high ridge line at Lower Lodge Farm.		7
Concern about detrimental impacts on the setting of listed buildings at Showell Farm.		5
Concern that the route of Option C goes through land identified in the draft Green and Blue Infrastructure Plan as heritage setting and QW flooding.		1
Concern that the roundabout junction proposed off the B4528 does not consider landscape and heritage value of this area, and should be located further west, directly off the existing Lackham roundabout.		1
Heritage (Option C – Zone 2)		
Concern about impacts on archaeology in this zone.		2
Heritage (Option C – Zone 4)		
Concern about impacts on archaeology in this zone.		2
While it is considered that none of the road should be built, this option results in less visibility from the Tytherton Lucas conservation area/protected under the Bremhill Neighbourhood Plan.		1

Question 10 (outer route): Theme – Economy and infrastructure Appendix E7		No of responses
Employment and economy (Option C – All zones)		
The statistics may change regarding the amount of new housing that is required. Building huge estates of housing in areas with low employment opportunities like Chippenham where the work force must travel large distances to work seems environmentally unacceptable. People would most likely be working elsewhere and commuting.		6
There are few employment opportunities in Chippenham so housing not required or should only be looked at if employment opportunities grow.		3

Renewable industry is needed.	1
Infrastructure and services (Option C – All zones)	
Concerns about impacts on current infrastructure (schools, healthcare etc.) which is already poor, concern there is not capacity to cope with increased population.	7
This option is too close to water treatments/query if treatment works will need to expand.	1
Least preferred option due to potential impacts on Stanley Park Sports Ground.	1
The new road should include a filling station as there is not one on this site of Chippenham.	1
Infrastructure and services (Option C – Zone 3)	
Do not support the route cutting through Stanley Park sports ground.	16
If this option is approved, then a new site to replace Stanley Park should be fully completed and replacement facilities fully installed before works on the road commence.	1
Health and social wellbeing (Option C – All zones)	
Concern about negative implications on health and wellbeing/mental health of developing the site.	10

Question 10 (outer route): Theme - Planning Appendix E8	No of responses
Relationship with the Local Plan review/prematurity (Option C – All zones)	
The case for building this number of houses in Chippenham has not been fully debated/Consultation on the distributor road predetermines the outcome of the Local Plan and so is premature.	28
Compatibility with made/emerging neighbourhood plans (Option C – All zones)	
Concerns regarding potential conflict with policies in local neighbourhood development plans.	1
Housing/Scale of development (Option C – All zones)	
Too much development is proposed/too much for Chippenham/No extra housing wanted/needed.	57
Focus should be on regeneration of the town centre/brownfield development.	14
Would prefer to see significantly scaled-back housing /residents do not wish to live on edge-of-town sites that are far from the train station and town amenities.	7

Concern that the route shown goes directly through the respondent's house.	1
Placemaking (Option C – All zones)	
Concern that the future development will be overcrowded, generic housing.	2

Question 10 (outer route): Theme – Consultation and process Appendix E9		No of responses
HIF bid and funding (Option C – All zones)		
The project is considered to be a waste of money/bad use of taxpayer's money		6
This option would appear to be the cheapest option.		4
Costs are too high/Money should be reallocated to improving the town centre.		4
The case for the road appears to be primarily driven by the funding from the Housing Infrastructure Fund		3
This route is not justified by the current economic environment.		2
Process/consultation (Option C – All zones)		
A 'no road' option should have been provided.		24

Question 10 (outer route): Theme – General Appendix E10		No of responses
General (Option C – All zones)		
Comment that the road option is not wanted/not needed or justified/not sustainable/detrimental to the countryside and surrounding rural area/shouldn't be an option/too close to Chippenham/would allow for too much urban sprawl.		373
Comment that this is the preferred route/least bad of the three options.		35
This is the least favourable option.		3
Concern that this provides no benefits to existing Chippenham residents.		3
Calne Without Parish Council does not support the distributor road, but if the Options presented Option C is the preferred route, modified to the 'best fit' proposal. This is the shortest practical route but does give rise to environmental concerns that require further investigation and potential mitigation.		1
Concern that the appraisal of this route has ignored the linked development proposals, despite the road being dependent on development going ahead.		1

Appendix F

Responses to Question 12 relating to Pewsham Link Option 1

The tables below itemise the summarised individual points raised in answer to Question 12, addressing Pewsham Link Option 1. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 12 (Pewsham Link 1): Theme – Transport Appendix F1		No of responses
Transport (Pewsham Link 1)		
Concern that this will increase congestion in Chippenham and surrounding areas.		18
Option 1 provides the best access to the existing highway and removes need for a further roundabout/associated stop-start pollution of an additional roundabout.		10
Concern about congestion/increased traffic on Canal Road roundabout.		6
There is a lack of evidence for the road; transport and commuting models used to establish need are out of date and do not take into account changes in working practice and traffic movements that are likely to result from the Covid 19 pandemic		6
There is adequate road structure through Chippenham already/already a link road round Pewsham/duplicating the function		5
Concern that this option would need a bridge/bridge would be expensive/higher impact/unnecessary when the other option doesn't require one.		4
Concern that this will add to incidents of speeding traffic, e.g. on Canal Road.		3
Option 1 has better connectivity.		2
Option 1 will help traffic avoid Avenue la Fleche and the Bridge Centre roundabout		2
Request to widen existing road/ improve the existing road and the bridge centre junction.		2
Comment that congestion in Chippenham is not a problem/unlikely to be a problem due to working from home patterns.		2
Concern that as the new road will have a speed limit of 30mph, road users will continue to opt to use Pewsham Way where the speed limit is 50mph.		2
The new distributor road should be stopped here, linking the A350 to Pewsham.		2
A short additional section of road between the Lacock College roundabout and Pewsham Way Link Road Option 1 would open up the identified development land and reduce congestion in the Town Centre at Bridge Centre junction.		2
It is unclear how cycle paths from the ring road will connect to this link road, and how cyclists will re-join the carriageway as there is no cycle path on existing road (A4).		2

Safer routes for walkers and cyclists should be prioritised, concern that a road would disrupt this.	2
Concern that this option has the greatest adverse impact on the Avon Valley Walk, Rivers Route/Dissects the walk that runs parallel to Avenue la Fleche.	2
Concern about impact on local cycle paths; link road would destroy the cycle path along the brook.	2
Investment should be made into current road infrastructure.	2
An advantage of Chippenham is that it is a small town where you don't need to drive/Concern that the development will lead to out-commuting.	2
The Pewsham link is a highly desirable part of the scheme as it will mean to access the distributor without cluttering up the existing radial routes.	1
Option 1 preferred as it is shorter.	1
Concern that Option 1 will further contribute towards congestion on the distributor road.	1
Any further links connecting to Pewsham Way will make it even busier and exacerbate rush-hour build-up of traffic.	1
Option 3 is better than Option 1 in terms of managing concentration of traffic congestion.	1
The proposed connection to Forest Road is less appealing.	1
This option will ease congestion.	1
The connection from Pewsham Way to the A350 eliminates the bottleneck at the Bridge Centre and has some merit but should be reviewed in isolation to the road planned to the North of the A4.	1
Any roads built should be low speed 30mph and have segregated walking/cycling routes (Dutch style).	1
The link to the Pewsham A4 should be provided where there is the best safety and visibility/where there is the lesser risk to persons utilising the current car park close to these links.	1
Option 1 is preferred as the new road should link to existing roads at roundabouts rather than junctions.	1
Option 1 preferred as it has a better located junction with Pewsham Way.	1
There is an existing roundabout on the Webbington Road entrance to the estate which would help with the flow of traffic in that area.	1
Traffic signals would ease access onto the main road. It is noted that farm lorries often struggle to exit that lane.	1
The road should just go from Pewsham bypass to the Lackham roundabout as prerequisite for Rowden Park development. This would remove A4 through traffic from town centre and provide alternative route for Pewsham/East Chippenham residents to go north on A350.	1
This Option should form part of the main distributor road Option C linking to Pewsham Way, on to Lodge Road roundabout and returning to Option C in Zone 3.	1

Comment that reducing traffic on Pewsham Way should allow improved connectivity to the countryside, but any link must act as an arterial cycle/walk route bringing people into the town centre/station through Pewsham on car free routes.	1
This option is not central enough to Pewsham to be able to distribute traffic from Pewsham and traffic from the eastern areas of the town.	1
There appears to be relatively little benefit of this over the existing A4 road, other than a slightly shorter route to the southern link road. Seems to be duplicating the function.	1
Suggest just using the first part of Pewsham Way as part of the main route, and not building a new section of road. The linking part could break off from Pewsham Way (just to the right of the letter "y" on map).	1
The scheme should be planned in line with active communities and zero carbon bus, cycle, and walking routes, with community ride share schemes.	1
This option is further away from the footpath, preserves a larger section of Avon Valley Walk.	1
Any extra funding should be aimed at enhancing public transport.	1
New homes should be built closer to town to promote cycling and walking.	1
Stagecoach West comment that Option 1 is the only link road option that would allow a bus route to serve a development across this area while also effectively running to and from the town centre, although it does not do this well. Topographic issues that impinge on this option are noted which would make it costly/problematic compared with Option 3. For this reason, Stagecoach West consider that extensive development south of Pewsham Way is inappropriate.	1
Focus should instead be on improving public transport.	1
Option 1 provides the most direct route to the town centre making it more useful and attractive for cyclists and pedestrians.	1
The road should be kept away from new walking areas.	1
Concern that raising the road level will be costly.	1
Would prefer to see development of the existing road at the farm rather than a new road through a field.	1

Question 12 (Pewsham Link 1): Theme – Climate change and flooding Appendix F2		No of responses
Climate change (Pewsham Link 1)		
Concern about climate change/impact on carbon footprint and environment/conflict with the council's declaration of a climate emergency.		19
Zero carbon homes should be built.		1
Flooding change (Pewsham Link 1)		
Concern about the potential for increased risk of flooding.		5

Question 12 (Pewsham Link 1): Theme – Pollution and air quality Appendix F3		No of responses
<i>Pollution and air quality (Pewsham Link 1)</i>		
Concern about air pollution levels/pollution/noise pollution		12
Comment that there have been numerous reports of a strong smell of gas in this area for many years.		1

Question 12 (Pewsham Link 1): Theme - Ecology Appendix F4		No of responses
<i>Ecology (Pewsham Link 1)</i>		
Concern about the impacts on environment/ecology.		37
This option is too close to the nature reserve.		1
Concern that assessment on biodiversity & environment impact are yet to be undertaken.		1
Without an EIA, it is premature to consider the proposals.		1

Question 12 (Pewsham Link 1): Theme - Landscape Appendix F5		No of responses
<i>Landscape (Pewsham Link 1)</i>		
Concern about loss of/impact on countryside/agricultural land.		18
Concern about impacts on the local landscape/visual impacts/on the Avon Valley.		7
Concern that this option is too close to the Mortimore's Wood and Westmead Open Space/Additional roads and cars nearby will impact negatively on this.		5
Concern about the road enabling further building on farmland, contrary to the need to grow more locally, support self-sufficiency.		3
Concern that compared to Option 3 this option will have more of an impact on popular green space areas such as Wilts and Berks Canal, Borough Lands and Mortimore's Wood; should stay away from old canal.		2
Request for an environmental impact study of this option to see the impact on the wood's nature reserve.		1
Concern about impact on Chippenham Town centre green zone.		1

Concern that raising the road level will be visibly apparent	1
Lower visibility of this option with Middle route B	1
Landscaping mitigating measures are essential for all options. The option with the least impact on the landscape and views is critical. It is not clear which has greater impact.	1
Option 1 is more harmful to countryside than Option 3.	1
Option 1 keeps the road away from the existing farms	1
Any development behind this option should have more green spaces than housing - the road should be totally screened by trees and hedges, especially raised sections.	1

Question 12 (Pewsham Link 1): Theme - Heritage Appendix F6		No of responses
Heritage (Pewsham Link 1)		
Concerns about harm to the historic area.		1
Note that some of the Wilts/Berkshire Canal has already disappeared.		1

Question 12 (Pewsham Link 1): Theme – Economy and infrastructure Appendix F7		No of responses
Employment and economy (Pewsham Link 1)		
Query what investment is being made into improving the town centre/sites in the town centre.		6
There are few employment opportunities in Chippenham.		2
This option allows the town to grow.		1
Chippenham would benefit from more employment land to decrease the outward migration of people commuting to work each day.		1
Concern that this option is too near farms/concern about impact on farmers livelihood.		1
Infrastructure and services (Pewsham Link 1)		
There is insufficient infrastructure in place to cope with increased population.		4
Health and social wellbeing (Pewsham Link 1)		

Concern about losing green spaces/countryside and impact on well-being/mental health.	8
Concern that this will add to crime.	1

Question 12 (Pewsham Link 1): Theme - Planning Appendix F8		No of responses
Relationship with the Local Plan review/prematurity (Pewsham Link 1)		
The case for building this number of houses in Chippenham has not been fully debated/Consultation on the distributor road predetermines the outcome of the Local Plan and so is premature.		12
Request to know why Chippenham's housing target is nearly 5000 more than the Government is requesting.		1
Stagecoach West raise concern that technical and viability challenges of this proposal have implications for soundness of Local Plan		1
Housing/Scale of development (Pewsham Link 1)		
Too much development is proposed/No extra housing wanted/needed.		20
Focus should instead be on regenerating and repurposing vacant/brownfield areas of the town centre with better access to the town's facilities.		6
Placemaking (Pewsham Link 1)		
Concern that this will draw in more generic, poorly designed housing.		2
Concern that the design of bridges will be unattractive.		1
Stagecoach West comment that extensive development south of Pewsham Way, demanding the SW Link Road through Zones 1 and 2 and this kind of link, is inappropriate as overall, urban design will be excessively compromised (due partly to topographic issues) on a large number of counts.		1
No objection to one or both roads being proposed, providing the matters around good design principles.		1

Question 12 (Pewsham Link 1): Theme – Consultation and process Appendix F9		No of responses
HIF bid and funding (Pewsham Link 1)		
Concern that this will be expensive; additional cost is a waste of money.		2
Concern that this option is not viable.		2

The views of local people and businesses should have been sought before submitting a bid to the HIF in 2019.	1
Wiltshire Council must return the HIF grant to Homes England.	1
Process/consultation (Pewsham Link 1)	
The consultation should offer a 'no road' option.	18
Could not find/differentiate the options/Poorly presented.	16
Inadequate consultation - lack of opportunity to discuss reasons for the road; lack of time to ask questions during webinar; short funding timeframe means inadequate scrutiny; consultation took place during a national lockdown	5
The fact that the new road is not a bypass, but a road to service a new housing development should be advertised more transparently.	2
Concern that running the road consultation in parallel to the Local Plan consultation is disingenuous; poses a conflict of interest for Wiltshire Council	1
Concern that by putting option 1 at the top the results will be biased towards this option.	1

Question 12 (Pewsham Link 1): Theme – General Appendix F10		No of responses
General (Pewsham Link 1)		
Comment that that road is not wanted/not needed/not sustainable/should not be built/none of the options are acceptable.		278
No preference/no strong feeling/nothing to add.		12
Comment that Link Road 1 is not available road route options A & B, it is tied to option C.		4
Option 1 is less impactful option, e.g. impacts on Pewsham estate.		4
Option 1 would work best with the Inner route (option C).		3
Option 1 is the best of a poor choice.		2
The Outer route Option A should have the Pewsham Link Road Option 1 leading off it and should be in Zone 1.		1
Request for new road to be well separated from existing properties.		1
Option C and option 1 shouldn't be available options.		1
Option 1 appears to be the most invasive.		1

Appendix G

Responses to Question 13 relating to Pewsham Link Option 3

The tables below itemise the summarised individual points raised in answer to Question 13, addressing Pewsham Link Option 3. The tables are split by theme, and the number of times the same point was raised is denoted in the right hand column of each table. An individual consultation response may have included a number of separate points under multiple themes and in these instances all points are recorded separately.

Question 12 (Pewsham Link 3): Theme – Transport Appendix G1		No of responses
Transport (Pewsham Link 3)		
Pewsham doesn't need more roundabouts.		7
A roundabout junction should be constructed instead of an intersection connecting the link road to the route being constructed, otherwise this will result in congestion issues.		6
Concern that the new road will worsen congestion and air pollution in Chippenham and its surrounding areas.		3
This option is considered enable better access/connectivity benefits.		2
Shortest route, therefore advantageous.		2
Request that a new exit on the existing roundabout, rather than a new roundabout, e.g. at King Henry Drive.		2
It would make more sense for link option 3 to follow the purple Option A path, whether option A, B or C for the distributor road was selected. The shortest link would encourage use of the outer distributor road, rather than travelling through the town centre.		1
Concern that link road option 3 pulls traffic further away from the town than option 1.		1
Concern that because the link road leads away from the town centre, this is likely to discourage active travel and encourage car use.		1
The new distributor road should be stopped at link option 3, linking the A350 to Pewsham.		1
Would prefer to see alternative option of expanding Pewsham Way.		1
Concern that the new junction will lead to congestion.		1
This option appears to offer a larger more manageable roundabout.		1
Option 3 would be safer for pedestrians and cyclists, as roundabouts on Pewsham Way may help to control vehicle speeds, especially as cyclists must cross Pewsham Way to get to cycle path.		1
Although this means another roundabout on Pewsham Way the location of it is preferable.		1

A neater solution which connects to the perimeter road in an area which is used as a temporary car park for walkers, especially if Inner or Middle routes provide better access to Pewsham Locks.	1
The distributor road project should be cancelled, and an alternative sustainable transport strategy should be developed for Chippenham instead.	1
It is unclear how cycle paths from the ring road will connect to this link road, and how cyclists will re-join the carriageway as there is no cycle path on existing road (A4).	1
Don't like that the link road crosses over footpaths. Safety for walkers and cyclists should be prioritised to encourage green travel and the road would disrupt that.	1
As the proposed link road only considers motorised traffic and not non-motorised road users, it is impossible to consider which route might be better.	1
Focus should instead be on improving public transport.	1
Concern that link option 3 will increase congestion on Pewsham Way because of a new roundabout and would increase use of London Road/Avenue la Fleche as rat runs.	1
Concern about increasing traffic on Canal Road which is already the busiest road in Pewsham.	1
Preference for Option 3 as it will encourage traffic between the distributor road and Pewsham Estate to use both Canal Road and King Henry Drive, whereas Option 1 would direct all traffic to Canal Road.	1
The Option 3 link could be used for relieving congestion at the Bridge centre.	1

Question 12 (Pewsham Link 3): Theme – Climate change and flooding Appendix G2		No of responses
Climate change (Pewsham Link 3)		
The road should not be built, as conflicts with the council's climate change commitments/the council should instead focus on addressing the climate emergency.		11
This option has a lower environmental impact.		1
Flooding change (Pewsham Link 3)		
Concern about the potential for increased risk of flooding.		3

Question 12 (Pewsham Link 3): Theme – Pollution and air quality Appendix G3		No of responses
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Pollution and air quality (Pewsham Link 3)	
Concern about implications of air pollution.	1
Concern about implications of noise pollution.	1

Question 12 (Pewsham Link 3): Theme - Ecology Appendix G4		No of responses
Ecology (Pewsham Link 3)		
Concern about the impacts on the environment/ecology/wildlife.		16
Concern that biodiversity & environmental impacts and mitigation have yet to be assessed, this is needed to be able to feed back.		2

Question 12 (Pewsham Link 3): Theme - Landscape Appendix G5		No of responses
Landscape (Pewsham Link 3)		
Concern about the road enabling further building on farmland, contrary to the need to grow more locally, support self-sufficiency.		9
Object to landscape impacts/loss of countryside.		5
This option is preferred as it is further from Mortimores Wood.		5
This option is considered to have the least impact on public green space.		1
Landscaping mitigating measures are essential for all options and the option with the least impact on the landscape and views will be critical.		1
It is not clear which option has greater landscape impact.		1
Concern that this route would ruin the peaceful walk along the newly renovated canal with noise and views affected.		1
The Pewsham link should stay away from the old canal.		1
This route is preferred as it avoids building a bridge across the valley.		1
This option is too near farms.		1

Question 12 (Pewsham Link 3): Theme – Economy and infrastructure Appendix G6		No of responses
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Employment and economy (Pewsham Link 3)	
Concern that there are too few employment opportunities in Chippenham to serve the new development.	2
Health and social wellbeing (Pewsham Link 3)	
Concern about impacts on public health because of loss of open space and increased pollution.	3
Concern about antisocial behaviour, drug taking, abuse and lack of feeling safe.	1

Question 12 (Pewsham Link 3): Theme - Planning Appendix G7		No of responses
Relationship with the Local Plan review/prematurity (Pewsham Link 3)		
The case for building this number of houses in Chippenham has not been fully debated/Consultation on the distributor road predetermines the outcome of the Local Plan and so is premature.		4
Request to know why Chippenham's housing target is nearly 5000 more than the Government is requesting.		1
The council should introduce planning policies that require climate change impact assessment of all proposed developments, in advance, against the council's carbon reduction targets.		1
Housing/Scale of development (Pewsham Link 3)		
Chippenham needs no more housing.		6
Too much development.		2
Whilst this link road option is the less far from the current urban boundary it would still potentially lead to more unnecessary development.		1
Focus should instead be on regenerating and repurposing vacant areas of the town centre.		1
Placemaking (Pewsham Link 3)		
Concern that it will be unattractive.		1

Question 12 (Pewsham Link 3): Theme – Consultation and process Appendix G8		No of responses
Process/consultation (Pewsham Link 3)		

The consultation should offer a 'no road' option.	14
Concerns about the consultation process, availability of consultation documents, presentation, format of webinars.	12
The fact that the new road is not a bypass, but a road to service a new housing development should be advertised more transparently.	1
Concern that the project is motivated by money/revenue/profit rather than the wellbeing of the residents of Chippenham.	1
Consultation during national lockdown does not empower residents to effectively engage or provide sufficient information.	1

Question 12 (Pewsham Link 3): Theme – General Appendix G9		No of responses
General (Pewsham Link 3)		
Comment that that road is not wanted/not needed/not sustainable/should not be built/none of the options are acceptable.		278
No preference.		4
While neither option is supported, this option is better than Option 1.		4
Preference for option 3.		3
Do not support route option C and therefore this is the only option for the link road.		3
Concern about negative impacts on existing residents.		3
Query why there is no link road option 3 connection to route option c.		2
no objection to either link road subject to good design		1
While Calne Without Parish Council does not support the distributor road, Pewsham Link 3 is the preferred option given it has lower environmental impact and provides good connectivity.		1
This is the only link road connecting to the outer route, which is the preferred route.		1
Request for new road to be well separated from existing properties.		1

Appendix H

Summary schedule of meetings with key stakeholders and landowners

Stakeholder meeting with:	Date of meeting:
Chippenham Town Council	21/01/2021
Calne Without Parish Council	25/01/2021
Calne Town Council	26/01/2021
Bremhill Parish Council	01/02/2021
Corsham Town Council	03/02/2021
Lacock Parish Council	04/02/2021
Langley Burrell Without Parish Council	08/02/2021
Chippenham Area Board	10/02/2021
Chippenham Without Parish Council	10/02/2021
Abbeyfield School	01/03/2021
Calne Area Board	09/03/2021
Pre-consultation landowner/developer briefings	
Landowners/developers	09/12/2020 – 17/12/2020
Pre-consultation Wiltshire Council farm tenant briefings	
Wiltshire Council farm tenants	04/01/2021 – 12/01/2021
Landowner technical consultations (offered to all landowners/developers but not accepted by all)	
Landowners/developers	15/01/2021 – 10/02/2021
Wilts & Berks Canal Trust	08/02/2021

Appendix I

Consultation notification letters / email and list of recipients

Letter notification to residential and business properties within 250m of the road route options

Wiltshire Council

Future Chippenham Team
County Hall
Bythesea Road
Trowbridge
Wiltshire BA14 8JN

18 January 2021

Dear resident

Consultation on the Future Chippenham distributor road route options Friday 15 January 2021 to 5 pm Friday 12 March 2021

We have now launched the public consultation on the Future Chippenham distributor road route options.

Located to the south and east of Chippenham, the road would provide a high-quality road link connecting the north east and southern parts of the town to the A350 and improvements to Junction 17 of the M4.

To support the development of the scheme, the Council has been successful in securing £75 million of government funding.

As you have been identified as a resident adjacent to one of the preferred routes, we would like to hear your views to help inform a decision about which of the three route options within each zone should be taken forward to the next stage of the development process.

You can provide feedback by

- completing the online consultation form at www.wiltshire.gov.uk/future-chippenham
- downloading a consultation form from the above webpage and emailing to futurechippenham@wiltshire.gov.uk
- downloading and posting your consultation form to Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Wiltshire BA14 8JN

Our project webpage www.wiltshire.gov.uk/future-chippenham provides additional information on the project. This includes a video flyover of the site detailing the road route options and details of online webinars where you can find out more about the proposals and ask any questions you may have.

If you would like to be kept informed on the progress of this project, you can sign up to receive our new Future Chippenham newsletter which we will be launching soon. Details are available on the above webpage.

We look forward to receiving your feedback.

Yours sincerely
Future Chippenham Team

Appendix I

Consultation notification letters / email and list of recipients

Email notification to stakeholders

From: [Future Chippenham](#)
To: [Future Chippenham](#)
Subject: Consultation on the Future Chippenham distributor road route options
Date: 15 January 2021 18:23:03

Consultation on the Future Chippenham distributor road route options

We have today launched a public consultation on the Future Chippenham distributor road route options.

Located to the south and east of Chippenham, the road would provide a high-quality road link connecting the north east and southern parts of the town to the A350 and improvements to Junction 17 of the M4.

To support the development of the scheme, the Council has been successful in securing £75 million of government funding.

You/your organisation has been identified as a key stakeholder and therefore we would like to hear your views to help inform a decision about which of the three route options within each zone could be taken forward to the next stage of the development process.

You can provide feedback by

- completing the online consultation form at www.wiltshire.gov.uk/future-chippenham
- downloading a consultation form from the above webpage and emailing to futurechippenham@wiltshire.gov.uk
- downloading and posting your consultation form to Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Wiltshire BA14 8JN

Our project webpage www.wiltshire.gov.uk/future-chippenham provides additional information on the project. This includes a video flyover of the site detailing the road route options and details of online webinars where you can find out more about the proposals and ask any questions you may have.

If you would like to be kept informed on the progress of this project, you can sign up to receive our new Future Chippenham newsletter which we will be launching soon. Details are available on the above webpage.

Thank you for considering this request, we look forward to receiving your feedback on the proposals by 5pm on Friday 12 March 2021.

Yours sincerely

Future Chippenham Team

Appendix I

Consultation notification letters / email and list of recipients

List of stakeholders

Highways / Infrastructure

BT Connect
Chippenham and District Wheelers
Faresaver Buses
Get Wiltshire Walking
Highways England
North Wiltshire Orienteers
Wessex Water

Environment

Environment Agency
Natural England

Political

Bremhill Parish Council
Calne Area Board
Calne Town Council
Calne Without Parish Council
Chippenham Area Board
Chippenham Neighbourhood Plan
Steering Group
Chippenham Town Council
Chippenham Without Parish Council
Corsham Town Council
Homes England
Lacock Parish Council
Langley Burrell Parish Council
Swindon Borough Council

Heritage

National Trust
Historic England

Social Infrastructure

Abbeyfield School
Charter Primary School
Frogwell Primary School
Ivy Lane Primary School
Kings Lodge Community School
Monkton Park Community Primary School
Poplar College
Queens Crescent School
Redland Primary School
Springboard
St Mary's Roman Catholic Primary School
St Nicholas School
St Paul's Primary School
Wiltshire College & University Centre
Chippenham
Wiltshire College & University Centre
Lackham
Chippenham Cricket Club

Chippenham Moonraker Gymnastics
Chippenham Park Tennis Club
Chippenham Tennis Club
Sport England
Stanley Park Sports Ground
Chippenham Youth Theatre
Sea Cadets Chippenham
Wiltshire Army Cadets
Wiltshire Scout Group
Chippenham Christian Fellowship
Emmanuel Church Chippenham
Station Hill Baptist Church
St Paul's Chippenham
Trinity Chippenham

Emergency Services

Dorset and Wiltshire Fire and Rescue
Service
South West Ambulance Service
Wiltshire Police

Health

Brignall & Partners Opticians
Caledonia Dental Practice
Chippenham Live at Home
Haine & Smith Opticians
Old College Dental Practice
Rowden Medical Practice
The High Street Dental Practice
The Lodge Surgery
Wiltshire Clinical Commissioning Group

Local Groups

Bee the Change Project
British Heart Foundation, Chippenham
Campaign to Protect Rural England
Chippenham Angling Association
Chippenham Borough Lands Charity
Chippenham Canoeing Club
Chippenham Young Farmers
Extinction Rebellion Chippenham
North Wiltshire Friends of the Earth
Pewsham Belles Women's Institute
Salvation Army
Urban Design
Wilts & Berks Canal Trust
Wiltshire Federations of Women's
Institutes
Wiltshire Scrapstore
Wiltshire Wildlife Trust
Zero Chippenham

Business

Chippenham Chamber of Commerce
Chippenham Farm Sales

Appendix I

Consultation notification letters / email and list of recipients

Dyson Institute of Engineering and
Technology
Emery Gate Shopping Centre
Good Energy Ltd
Swindon and Wiltshire Local Enterprise
Partnership
Wavin Plastics

St Modwen
Summix
Weinstock Estate
Wiltshire Council farm tenants

Website Contact Form completed

Property

AJW Land Development
Avison Young
Bowood Homes
Candy
Carter Jones
Chippenham 2020
Gough
Hallam Land
M J Gleeson Homes
Pinnacle Group
Savills
Shiles

1st Chippenham Scouts
10th Chippenham Scout Group
1304 Squadron Chippenham Air Cadets
Calne Badminton Club
Canal & River Trust
Chippenham Netball Club
Chippenham Sports Club
Department for Education
Hardenhuish Women's Institute
Ladyfield Evangelical Church
Rotary Club of Chippenham
Sheldon Road Methodist Church
The Rise Trust
Wiltshire Ramblers

Appendix J

Examples of announcements made on Wiltshire Council's website

12 January 2021 - Consultation on the Future Chippenham road route options launches this week
<https://www.wiltshire.gov.uk/news/consultation-on-the-future-chippenham-road-route-options-launches-this-week>

12 January 2021 - Consultation on the Future Chippenham road route options launches this week
<https://ocm.wiltshire.gov.uk/chippenham/consultation-on-the-future-chippenham-road-route-options-launches-this-week/>

22 January 2021 – Join our live public webinar on the Future Chippenham distributor road route options
<https://www.wiltshire.gov.uk/news/Join-live-public-webinar-on-future-chippenham-distributor-road-route-options>

22 January 2021 – Join our live public webinar on the Future Chippenham distributor road route options
ocm.wiltshire.gov.uk/chippenham/join-our-live-public-webinar-on-the-future-chippenham-distributor-road-route-options/

5 February 2021 – Further live public webinar on the Future Chippenham distributor road route options
<https://www.wiltshire.gov.uk/article/3592/Further-live-public-webinar-on-the-Future-Chippenham-distributor-road-route-options>

5 February 2021 – Further live public webinar on the Future Chippenham distributor road route options
<https://ocm.wiltshire.gov.uk/chippenham/further-live-public-webinar-on-the-future-chippenham-distributor-road-route-options/>

5 February 2021 – Further live public webinar on the Future Chippenham distributor road route options
<https://ocm.wiltshire.gov.uk/corsham/live-public-webinar-on-the-future-chippenham-distributor-road-route-options/>

18 February 2021 – Third live public webinar on the Future Chippenham distributor road route options
<https://www.wiltshire.gov.uk/news/third-live-public-webinar-on-the-future-chippenham-distributor-road-route-options>

19 February 2021 – Third live public webinar on the Future Chippenham distributor road route options
<https://ocm.wiltshire.gov.uk/chippenham/third-live-public-webinar-on-the-future-chippenham-distributor-road-route-options/>

19 February 2021 – Third live public webinar on the Future Chippenham distributor road route options
<https://ocm.wiltshire.gov.uk/corsham/third-live-public-webinar-on-the-future-chippenham-distributor-road-route-options/>

19 February 2021 - Third live public webinar on the Future Chippenham distributor road route options

Appendix J

Examples of announcements made on Wiltshire Council's website

<https://ocm.wiltshire.gov.uk/calne/third-live-public-webinar-on-the-future-chippenham-distributor-road-route-options-2/>

4 March 2021 – Future Chippenham consultation closes 12th March – Get involved!

<https://ocm.wiltshire.gov.uk/chippenham/future-chippenham-consultation-closes-12th-march-get-involved/>

4 March 2021 – Future Chippenham consultation closes 12th March – Get involved!

<https://ocm.wiltshire.gov.uk/corsham/future-chippenham-consultation-closes-12th-march-get-involved/>

12 March 2021 – Future Chippenham consultation closes 5pm TODAY (Friday 12)

<https://ocm.wiltshire.gov.uk/chippenham/future-chippenham-consultation-closes-5pm-today-friday-12th/>

12 March 2021 – Consultation on the Future Chippenham road route options closes on Friday

<https://www.wiltshire.gov.uk/news/consultation-on-the-future-chippenham-road-route-options-closes-on-Friday>

Residents' Newsletter: 15 January 2021



Consultation on the Future Chippenham road route options opens today (Friday 15 January)

We have unveiled road route options for a potential distributor road in Chippenham and want to hear from you on the proposals.

During an eight-week public consultation period, which starts today (Friday 15 January 2021), you can view and comment on three distributor road options and two link road options to Pewsham Way.

The distributor road route options have been split into five geographical zones so you can comment on sections of the road options within that zone.

[More details on the Future Chippenham consultation](#)

Residents' Newsletter: 22 January 2021



Join our live public webinar on the Future Chippenham distributor road route options

Residents and businesses are encouraged to find out more about the consultation on the Future Chippenham distributor road route options by attending an online public webinar next week.

Taking place on Thursday 28 January 2021 at 11am, the live webinar will be broadcast via Microsoft Teams.

If you're interested in attending please register via [Eventbrite](#). Once you've registered a link will be sent to access the webinar.

During the webinar members of the Future Chippenham programme team will be available to explain the distributor road route options in more detail and to answer questions people may have.

More details on the Future Chippenham consultation

Residents' Newsletter: 4 February 2021



**Future
Chippenham**
Connecting our communities

Thursday 11 February 2021 at 7pm

#FutureChippenham

Live webinar!

Further live public webinar on the Future Chippenham distributor road route options

A further online public webinar is being held next week to encourage residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options.

Taking place on Thursday 11 February 2021 at 7pm, the live webinar will be broadcast via Microsoft Teams.

If you're interested in attending, please register via [Eventbrite](#). Once registered a link will be sent to access the webinar.

During the webinar members of the Future Chippenham programme team will be available to explain the distributor road route options in more detail and to answer questions people may have.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 11 Feb' in the heading.

Residents' Newsletter: 11 February 2021



Further live public webinar on the Future Chippenham distributor road route options

A further online public webinar is being held tonight (Thursday 11 February) to encourage residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options.

The live webinar will be broadcast via Microsoft Teams.

If you're interested in attending, please register via [Eventbrite](#). Once registered a link will be sent to access the webinar.

During the webinar members of the Future Chippenham programme team will be available to explain the distributor road route options in more detail and to answer questions people may have.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 11 Feb' in the heading.

Residents' Newsletter: 18 February 2021

Live webinar!

Future Chippenham

Connecting our communities

Saturday 20 February 2021 at 11am

#FutureChippenham

Third live public webinar on the Future Chippenham distributor road route options

An additional online public webinar is being held this Saturday, 20 February 2021 at 11am, to provide a further opportunity for residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options.

The live webinar will be broadcast via Microsoft Teams and you can register via [Eventbrite](#). Once registered a link will be sent to access the webinar.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 20 Feb' in the heading.

All the webinars are being recorded and will be made available on the council's [YouTube channel](#).

Questions and answers from the webinars will also be available after the events on the Future Chippenham [webpage](#).

Residents' Newsletter: 26 February 2021



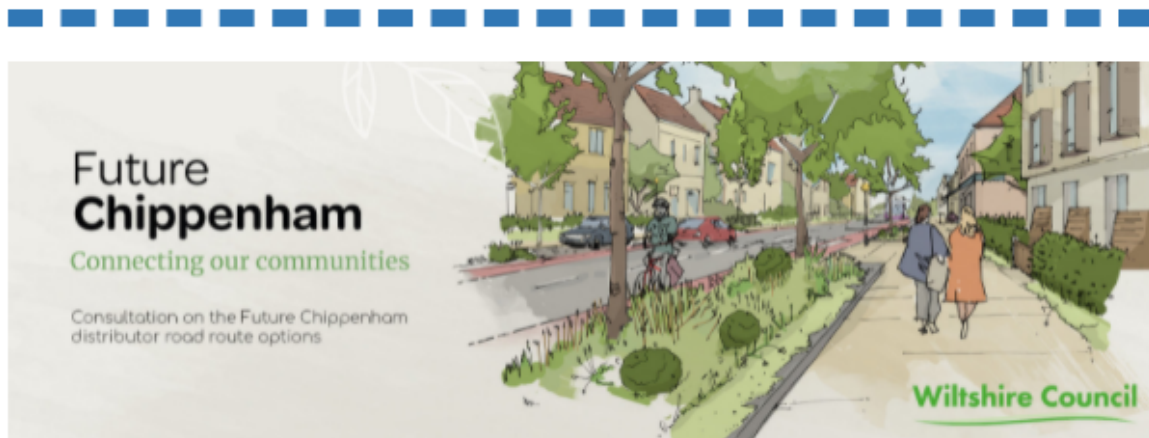
Public consultation on the Future Chippenham road route options closes on 12 March

We are seeking your views on three road route options for a potential new distributor road located to the south and east of Chippenham. The road would provide a high-quality road link connecting the north east and southern parts of the town to the A350 and improvements to Junction 17 of the M4.

The consultation closes at **5pm on Friday 12 March 2021.**

[**More details and to have your say**](#)

Residents' Newsletter: 5 March 2021



Public consultation on the Future Chippenham road route options closes on 12 March

The Future Chippenham consultation closes at 5pm on Friday 12 March and we welcome your views, whether positive or negative. This will help inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process.

You can provide feedback by:

- completing the [online consultation form](#)
- downloading a consultation form from the above webpage and emailing to futurechippenham@wiltshire.gov.uk
- downloading and posting your consultation form to Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Wiltshire BA14 8JN
- emailing your feedback directly to futurechippenham@wiltshire.gov.uk

More details and to have your say

Business Newsletter: 15 January 2021

Future Chippenham consultation on road route options launches this week

We will soon be unveiling the road route options for a potential distributor road in Chippenham and are inviting residents and businesses to comment on the proposals.

During an eight-week public consultation period, which starts on Friday 15 January 2021, people can view and comment on three distributor road options and two link road options to Pewsham Way.

The distributor road route options have been split into five geographical zones so people can comment on sections of the road options within that zone.

People will be able to give their views by completing the online consultation form at www.wiltshire.gov.uk/future-chippenham, emailing the downloadable consultation form to futurechippenham@wiltshire.gov.uk or posting the form to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN. Written comments can also be submitted by email or post to the above addresses.

More information

Business Newsletter: 22 January 2021

Live public webinar on the Future Chippenham distributor road route options

Residents and businesses are encouraged to find out more about the consultation on the Future Chippenham distributor road route options by attending an online public webinar next week. During the webinar, members of the Future Chippenham programme team will be available to explain the distributor road route options in more detail and to answer questions people may have.

Taking place on Thursday 28 January 2021 at 11am, the live webinar will be broadcast via Microsoft Teams.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 28 Jan' in the heading.

For more information and to register for the webinar

Business Newsletter: 5 February 2021

Live webinar!

Future Chippenham

Connecting our communities

Thursday 11 February 2021 at 7pm

#FutureChippenham

Further live public webinar on the Future Chippenham distributor road route options

A further online public webinar is being held next week to encourage residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options.

Taking place on Thursday 11 February 2021 at 7pm, the live webinar will be broadcast via Microsoft Teams.

During the webinar members of the Future Chippenham programme team will be available to explain the distributor road route options in more detail and to answer questions people may have.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 11 Feb' in the heading.

If you're interested in attending, please register via Eventbrite. Once registered a link will be sent to access the webinar.

Register for the webinar

Business Newsletter: 19 February 2021



Live webinar!

Future Chippenham

Connecting our communities

Saturday 20 February 2021 at 11am

#FutureChippenham

Third live public webinar on the Future Chippenham distributor road route options

An additional online public webinar is being held this Saturday, 20 February 2021 at 11am, to provide a further opportunity for residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options.

The live webinar will be broadcast via Microsoft Teams and you can register via [Eventbrite](#). Once registered a link will be sent to access the webinar.

Questions about the Future Chippenham distributor road route options consultation can be submitted in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for webinar 20 Feb' in the heading.

All the webinars are being recorded and will be made available on the council's [YouTube channel](#).

Questions and answers from the webinars will also be available after the events on the Future Chippenham [webpage](#).

More details and to register



Business Newsletter: 26 February 2021



Public consultation on the Future Chippenham road route options closes on 12 March

There are two weeks remaining to share your views on three road route options for a potential new distributor road located to the south and east of Chippenham. The road would provide a high-quality road link connecting the north east and southern parts of the town to the A350 and improvements to Junction 17 of the M4.

The consultation closes at **5pm on Friday 12 March 2021**.

More details and to have your say



Business Newsletter: 5 March 2021



Public consultation on the Future Chippenham road route options closes on 12 March

The Future Chippenham consultation closes at 5pm on Friday 12 March and we welcome your views, whether positive or negative. This will help inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process.

You can provide feedback by:

- completing the [online consultation form](#)
- downloading a consultation form from the above webpage and emailing to futurechippenham@wiltshire.gov.uk
- downloading and posting your consultation form to Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Wiltshire BA14 8JN
- emailing your feedback directly to futurechippenham@wiltshire.gov.uk

More details and to have your say

Community Engagement Managers' newsletters

15 January 2021

Consultation on the Future Chippenham road route options launches this week

Consultation on the Future Chippenham road route options launches this week Wiltshire Council will soon be unveiling the road route options for a potential distributor road in Chippenham and is inviting residents and businesses to comment on the proposals. During an eight-week public consultation period, which starts on Friday 15 January 2021, people can view [...]

22 January 2021

Join our live public webinar on the Future Chippenham distributor road route options

Residents and businesses are encouraged to find out more about the consultation on the Future Chippenham distributor road route options by attending an online public webinar next week. Taking place on Thursday 28 January 2021 at 11am, the live webinar will be broadcast via Microsoft Teams. People interested in attending can register via [...]

5 February 2021

Further live public webinar on the Future Chippenham distributor road route options

A further online public webinar is being held next week to encourage residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options. Taking place on Thursday 11 February 2021 at 7pm, the live webinar will be broadcast via Microsoft Teams. People interested in attending can [...]

19 February 2021

Third live public webinar on the Future Chippenham distributor road route options

An additional online public webinar is being held this Saturday, 20 February 2021 at 11am, to provide a further opportunity for residents and businesses to find out more about the consultation on the Future Chippenham distributor road route options. Philip Whitehead, Leader of Wiltshire Council, said: "This is the third in a series of webinar [...]"

5 March 2021

Future Chippenham Consultation Closes 12th March – Get Involved

Future Chippenham consultation closes at 5pm on Friday 12 March and we welcome your views, whether positive or negative. This will help inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process. You can provide feedback by completing the online consultation form at wiltshire.gov.uk/future-chippenham [...]


12 March 2021

Future Chippenham Consultation Closes 5pm TODAY! (Friday 12th)

Future Chippenham consultation closes at 5pm on Friday 12 March and we welcome your views, whether positive or negative. This will help inform the overall project and a decision about which of the three route options within each zone should be taken forward to the next stage of the development process. You can provide feedback by completing the online consultation form [...]

Appendix L


Examples of social media messages



Wiltshire Council #WiltshireTogether @wiltscouncil
20 Jan 2021 | 17:47


We've launched the public consultation on the [#FutureChippenham](#) distributor road route options.

Take a look at the video and leaflet which outlines the proposals.



<http://orlo.uk/JTd4u>


28.9K 6.2K 0 3 2 1 97



Our Wiltshire @WiltshireCouncil
20 Jan 2021 | 17:47


We've launched the public consultation on the [#FutureChippenham](#) distributor road route options.

Take a look at the video and leaflet which outlines the proposals.




<http://orlo.uk/OQcwe>

3.5K 3.9K 0 11 3 1 49



Our Wiltshire @WiltshireCouncil
24 Jan 2021 | 17:45


To find out more about the [#FutureChippenham](#) distributor road route options, join our public online webinar on Thursday 28 January at 11am.

More information and how to join the webinar  <http://orlo.uk/ZIFDC>

4.3K 4.9K 0 12 1 1 12

Appendix L

Examples of social media messages





Wiltshire Council #WiltshireTogether @wiltscouncil
[Redacted] | 24 Jan 2021 | 17:45

To find out more about the [#FutureChippenham](#) distributor road route options, join our public online webinar on Thursday 28 January at 11am.

More information and how to join the webinar ➡ <http://orlo.uk/8mxqC>

👤 30.1K 🌟 3.8K 💬 0 📧 3 ❤️ 1 💬 1 🖱️ 8 📅







Wiltshire Council #WiltshireTogether @wiltscouncil
[Redacted] | 26 Jan 2021 | 9:05

There's still time to register for the [#FutureChippenham](#) public online webinar about the distributor road route options and to submit your questions in advance. The webinar is on Thursday 28 January at 11am.

More information and to register ➡ <http://orlo.uk/m8KGG>

👤 32.8K 🌟 3.2K 💬 0 📧 5 ❤️ 1 💬 0 🖱️ 2 📅







Wiltshire Council #WiltshireTogether @wiltscouncil
[Redacted] | 27 Jan 2021 | 14:50

Last shout out to register for the [#FutureChippenham](#) public online webinar taking place tomorrow at 11am. Don't forget you can send us your questions in advance.

More information and to register ➡ <http://orlo.uk/bMZd5>

👤 30.7K 🌟 2.6K 💬 0 📧 3 ❤️ 4 💬 0 🖱️ 5 📅






Our Wiltshire @WiltshireCouncil
[Redacted] | 9 Feb 2021 | 11:39

Don't forget to register for the [#FutureChippenham](#) public online webinar about the distributor road route options and submit any questions you have in advance.

It's taking place on Thursday 11 February at 7pm.

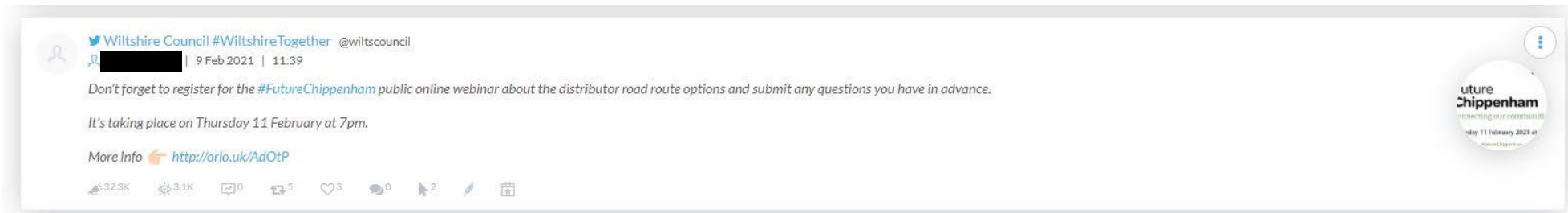
More info ➡ <http://orlo.uk/XQKAq>

👤 2.4K 🌟 2.6K 💬 0 📧 9 ❤️ 1 💬 0 🖱️ 7 📅



Appendix L

Examples of social media messages




Wiltshire Council #WiltshireTogether @wiltsCouncil
9 Feb 2021 | 11:39

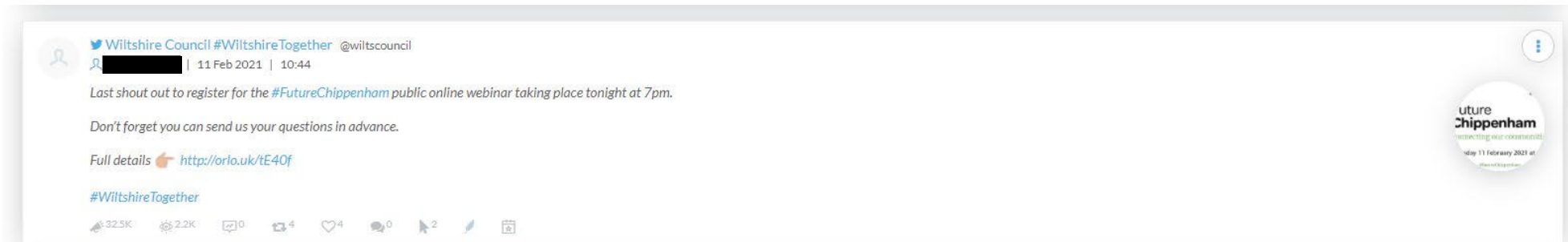
Don't forget to register for the #FutureChippenham public online webinar about the distributor road route options and submit any questions you have in advance.

It's taking place on Thursday 11 February at 7pm.

More info <http://orlo.uk/AdOTp>

32.3K 3.1K 0 5 3 0 2





Wiltshire Council #WiltshireTogether @wiltsCouncil
11 Feb 2021 | 10:44


Last shout out to register for the #FutureChippenham public online webinar taking place tonight at 7pm.

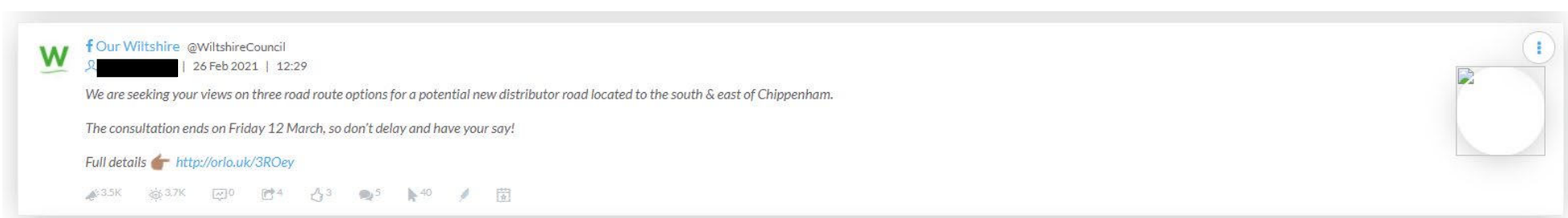
Don't forget you can send us your questions in advance.

Full details <http://orlo.uk/tE40f>

#WiltshireTogether

32.5K 2.2K 0 4 4 0 2






Our Wiltshire @WiltshireCouncil
26 Feb 2021 | 12:29

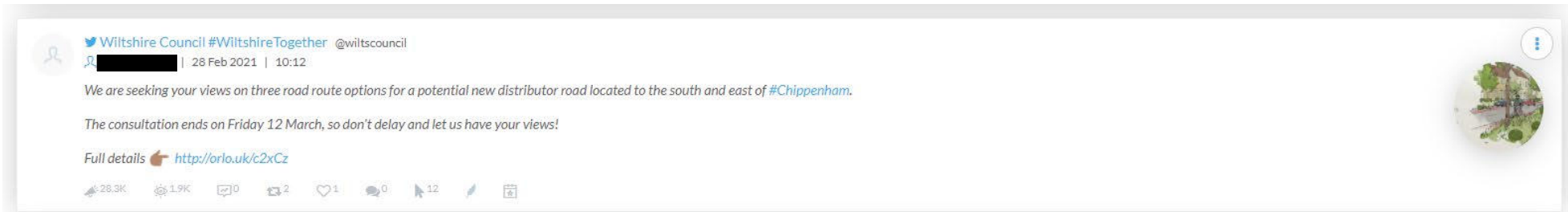
We are seeking your views on three road route options for a potential new distributor road located to the south & east of Chippenham.

The consultation ends on Friday 12 March, so don't delay and have your say!

Full details <http://orlo.uk/3ROey>

3.5K 3.7K 0 4 3 5 40






Wiltshire Council #WiltshireTogether @wiltsCouncil
28 Feb 2021 | 10:12

We are seeking your views on three road route options for a potential new distributor road located to the south and east of #Chippenham.

The consultation ends on Friday 12 March, so don't delay and let us have your views!


Full details <http://orlo.uk/c2xCz>

28.3K 1.9K 0 2 1 0 12



Appendix L


Examples of social media messages



Our Wiltshire @WiltshireCouncil
[Redacted] | 4 Mar 2021 | 17:57

Wiltshire Council has responded to a letter from Michelle Donelan MP regarding the Future Chippenham distributor road route options consultation. Read the response: <http://orlo.uk/WDIz1>


2.1K 2.1K 0 1 7 1 43



Wiltshire Council #WiltshireTogether @wiltscouncil
[Redacted] | 4 Mar 2021 | 17:57

Wiltshire Council has responded to a letter from Michelle Donelan MP regarding the Future Chippenham distributor road route options consultation. Read the response: <http://orlo.uk/17GAW>

25.8K 3K 0 4 3 1 53




Wiltshire Council #WiltshireTogether @wiltscouncil
[Redacted] | 4 Mar 2021 | 9:51

Leader of Wiltshire Council, @CllrWhitehead, has recorded a short video about the Future Chippenham consultation which closes on Friday 12 March.

Watch the video now <http://orlo.uk/72aMk>

More details on the consultation <http://orlo.uk/jYRio>

24.8K 1.7K 0 1 1 0 14



Our Wiltshire @WiltshireCouncil
[Redacted] | 8 Mar 2021 | 15:47

We are seeking your views on three road route options for a potential new distributor road located to the south and east of #Chippenham.

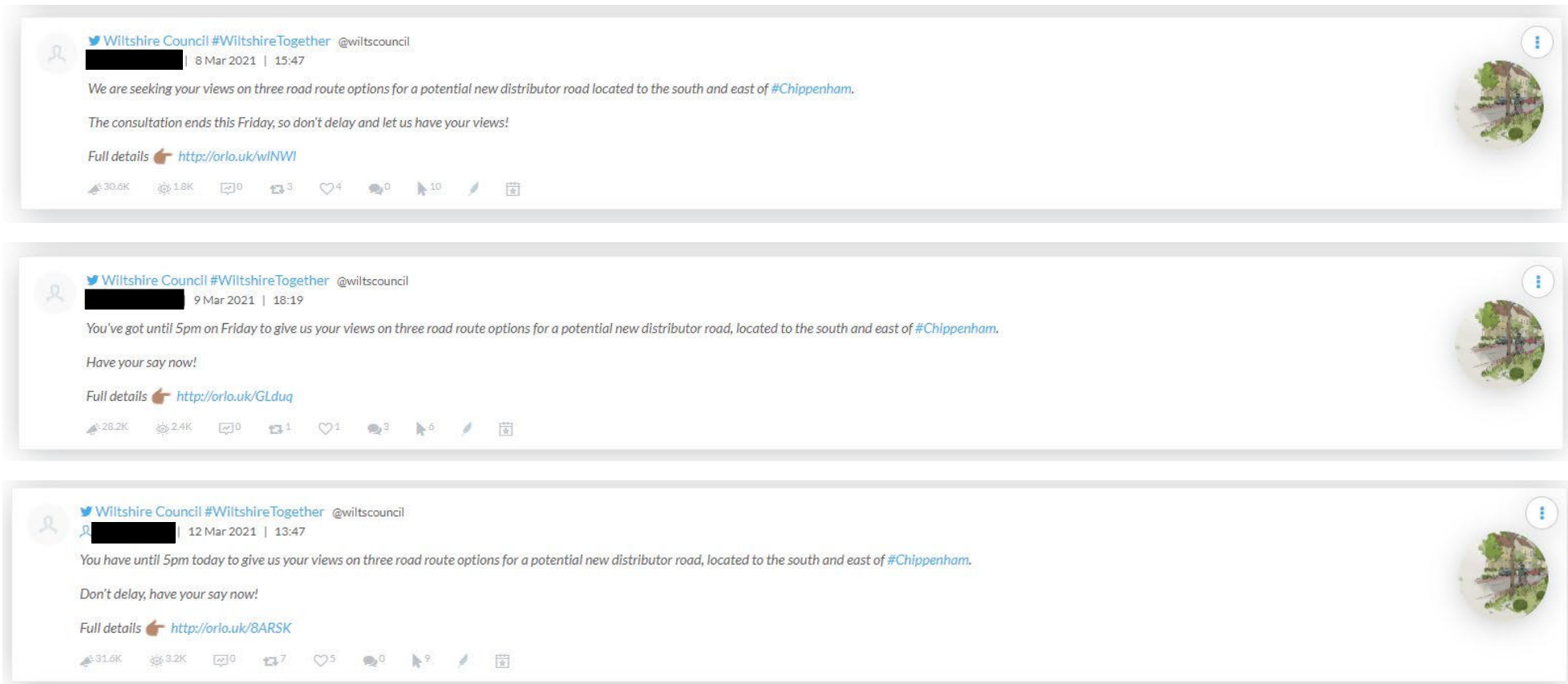
The consultation ends this Friday, so don't delay and let us have your views!

Full details <http://orlo.uk/dsSRN>

5.2K 5.6K 0 13 1 5 61

Appendix L

Examples of social media messages



Wiltshire Gazette and Herald

8 January - 7 February 2021

https://www.gazetteandherald.co.uk/announcements/public_notices/notice/150696.Notice_of_public_consultation_on_the_road_route_options_for_the_Future_Chippenham_programme_-_Friday_15_January_2021_to_5pm_on_Friday_12_March_2021/

Notice of public consultation on the road route options for the Future Chippenham programme – Friday 15 January 2021 to 5pm on Friday 12 March 2021

Wiltshire Council has been awarded £75 million from the Government's Housing Infrastructure Fund. This means funding is available to contribute towards the cost of delivering the strategic infrastructure in and around Chippenham to support the potential longer-term growth of the area. This will only happen if planning consent is granted for development to proceed.

The strategic infrastructure includes the creation of a new distributor road to the east and south of Chippenham. Several road route options have been developed and assessed against alignment with strategic objectives, environmental impact, deliverability and cost. As the project is developed climate change and bio-diversity will form an integral part of the considerations. Three distributor road options and two link road options to Pewsham Way have emerged as potential options.

We are inviting you to view and comment on these proposals.

How to find out more information

Details on the road route options and supporting documentation will be available on Wiltshire Council's website at www.wiltshire.gov.uk/future-chippenham from Friday 15 January 2021.

If you need any help completing the survey form or would like the consultation material provided as a paper copy or a different format, please contact Wiltshire Council Customer Services on 0300 456 0100.

Wiltshire Council will be hosting 2 online webinars where a presentation about the project will be given, along with an opportunity for you to ask questions. These will take place during the consultation period and the dates and how to register will be published on www.wiltshire.gov.uk/future-chippenham early in the new year.

How to comment

Comments are invited until **5pm Friday 12 March 2021**. Comments can be made:

- Using our online survey at: www.wiltshire.gov.uk/future-chippenham
- By email to: futurechippenham@wiltshire.gov.uk
- By post to: Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

A survey form can also be downloaded from www.wiltshire.gov.uk/future-chippenham to be returned by email or post.

Should you require further information, please email futurechippenham@wiltshire.gov.uk

Wiltshire Council

Wiltshire Times

8 January - 7 February 2021

https://www.wiltshiretimes.co.uk/announcements/public_notices/notice/150696.Notice_of_public_consultation_on_the_road_route_options_for_the_Future_Chippenham_programme_-_Friday_15_January_2021_to_5pm_on_Friday_12_March_2021/

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Wiltshire Council

**Future Chippenham programme
Public consultation
Briefing Note No. 21-01**

Service: Future Chippenham programme, Major Projects team

Further Enquiries to: [REDACTED]
[REDACTED]

Date Prepared: 14 January 2021

Direct Line: [REDACTED]

Background

In March 2019, Wiltshire Council submitted a bid to the Housing Infrastructure Fund (HIF) from Ministry of Housing Communities and Local Government. In November 2019, the council was awarded a grant of £75 million subject to entering into the grant agreement.

The grant ensures funding is available to contribute towards the cost of delivering the strategic infrastructure in and around Chippenham to support the potential longer-term growth of the area, should development come forward as part of the Local Plan process.

This includes supporting the delivery of a new distributor road to the east and south of Chippenham, linking the A350 at the northern and southern ends of the town, as well as specific improvement to J17 on the M4.

Future Chippenham programme update

Since the grant was awarded, Wiltshire Council has been negotiating terms and conditions with Homes England in order to enter into a funding agreement. Contracts were signed in December 2020 securing the £75 million grant.

The following progress has also been made on the project:

- Stakeholder and Engagement Strategy approved
- Strategic transport modelling discussions
- Environmental/ecology investigation and surveys
- Work to support the Environmental Impact Assessment across the whole site
- Draft sustainability strategy for the delivery of strategic infrastructure works
- Options assessment report for infrastructure works carried out
- Completion of strategic flood modelling and flood mitigation plan
- Draft Concept Framework for the site including strategic infrastructure works, utilities, parks and road bridges
- Development of a procurement strategy to support delivery of the infrastructure works

Future Chippenham

Connecting our communities

We now need to carry out a public consultation on the road route options. It was originally planned for the public consultation to take place in Spring 2020, but this was delayed because of COVID-19. The public consultation that will start tomorrow, will adhere to COVID-19 safety guidance. As we are unable to hold face-to-face events, we will be utilising virtual and digital consultation methods that meet Wiltshire Council's and Government's guidance.

We are however, committed to ensuring that every effort is made to gain input from as many consultees as possible throughout the consultation period.

Public consultation timeframe

We are carrying out an eight-week public consultation on the Future Chippenham proposals from Friday 15 January 2021 until 5pm on Friday 12 March 2021.

Several road route options have been developed and assessed against alignment with strategic objectives, environmental impact, deliverability and cost. As the project is developed climate change and biodiversity will form an integral part of the considerations. Three distributor road options and two link road options to Pewsham Way have emerged as potential options. Local people will be able to view and comment on these proposals to help shape the preferred route option for the road.

Details on these road route options and supporting documents will be available on www.wiltshire.gov.uk/future-chippenham

People will be able to complete the consultation response form online, email the consultation response form to futurechippenham@wiltshire.gov.uk or post the consultation response form to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.

If people need any help completing the consultation response form or would like the consultation material provided as a paper copy or a different format, they can contact Wiltshire Council's Customer Services on 0300 345 0100.

Hard copies of the consultation material and survey form will also be available from the reception desk at the Monkton Park office.

As we are unable to hold public exhibitions, two live online public webinars will be held to explain the proposals in more detail. People interested in attending these free events can register via Eventbrite. The first webinar is being held on:

Thursday 28 January 2021 at 11am

To register: <https://future-chippenham-webinar-28-01-2021.eventbrite.co.uk>

A second webinar is being arranged for February 2021. Once registered a link will be sent to access the briefing which will be broadcast via Microsoft Teams.

Anyone wishing to ask questions about the proposals will be encouraged to submit these in advance by emailing futurechippenham@wiltshire.gov.uk stating 'Questions for Webinar' in the heading and which of the two webinars they will be attending.

The briefings will be recorded and will be available via the council's [YouTube channel](#).

During the eight-week consultation period, the level of responses and interest will be assessed to determine whether a further public webinar should be held.

In addition, the Future Chippenham team have been contacting Area Boards, local Town and Parish Councils and other key stakeholders to provide an update on the proposals.

Communications

A communications plan has been prepared to promote the consultation, including the public webinars. This will include a letter to residents living along the road route options, direct contact with specific organisations and stakeholders, news releases, posters, social media, e-newsletter promotions and updated webpages etc.

This will be regularly reviewed throughout the consultation period to ensure as many people as possible have the opportunity to comment on the proposals.

Next steps

- Public consultation to be held from Friday 15 January to 5pm on Friday 12 March 2021
- The preferred route will be announced Summer 2021
- Public consultation on Future Chippenham Masterplan Summer 2021
- Planning application submitted Winter 2021/22

Appendix O

Examples of articles published by local media, local parish councils and interest groups

14 January 2021, Bremhill Parish Council

[Wiltshire Council is holding TWO Public Consultations which will affect YOU | Bremhill Parish Council](#)

15 January 2021, BBC Radio Wiltshire

Interview with Wiltshire Council's leader

17 January 2021, Calne Without Parish Council

<https://calnewithout-pc.gov.uk/future-chippenham/>

18 January 2021, Wiltshire Gazette and Herald

<https://www.gazetteandherald.co.uk/news/19019321.future-chippenham-project-consultation-begun/>

18 January 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19019335.future-chippenham-project-consultation-begun/>

18 January 2021, Chippenham Civic Society

www.chippenhamcivicsociety.co.uk/Wordpress/wp-content/uploads/CAUSE-reponse-to-draft-Chippenham-Local-Plan-18012021.pdf

19 January 2021, Calne Town Council

<https://www.calne.gov.uk/news/wiltshire-council-future-chippenham-distributor-road-consultation/>

20 January 2021, One Chippenham

<https://onechippenham.org.uk/future-chippenham-local-plan-review/>

21 January 2021, Wiltshire Gazette and Herald

<https://www.gazetteandherald.co.uk/news/19027843.councillors-blast-future-chippenham-plans/>

21 January 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19027855.councillors-blast-future-chippenham-plans/>

21 January 2021, Chippenham Civic Society

<https://www.chippenhamcivicsociety.co.uk/planning-matters/>

22 January 2021, Chippenham Town Council

<https://www.chippenham.gov.uk/have-your-say-in-future-chippenham>

27 January 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19043785.councillors-worried-future-chippenham-scheme/>

28 January 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19043778.councillors-worried-future-chippenham-scheme/>

2 February 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19057345.piers-pop-chippenham-mp-michele-tv-morning/>

Appendix O

Examples of articles published by local media, local parish councils and interest groups

6 February 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19055169.said-views-stories/>

10 February 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19078630.wiltshire-council-backtracks-future-chippenham-form/>

25 February 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19114877.chippenham-future-relief-road-protests-gather-support/>

25 February 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19114877.chippenham-future-relief-road-protests-gather-support/>

25 February 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19118112.calne-town-council-objects-future-chippenham-scheme/>

26 February 2021, Chippenham Town Council

[Chippenham Town Council say no to proposed new housing in Wiltshire Council's Local Plan Review Consultation • Chippenham Town Council](#)

26 February 2021, Wiltshire Gazette & Herald

[Chippenham unanimously votes to reject Wiltshire Local Plan | The Wiltshire Gazette and Herald](#)

1 March 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19126851.mp-threatens-withdraw-future-chippenham-scheme-support/>

1 March 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19126855.mp-threatens-withdraw-future-chippenham-scheme-support/>

3 March 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19130247.wiltshire-council-leader-respond-chippenham-mps-letter/>

4 March 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19135962.wiltshire-council-boss-gives-future-chippenham-update/>

4 March 2021, Wiltshire Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19130240.wiltshire-council-leader-respond-chippenham-mps-letter/>

8 March 2021, Gazette & Herald

<https://www.gazetteandherald.co.uk/news/19143407.town-council-votes-reject-future-chippenham-scheme/>

Appendix O

Examples of articles published by local media, local parish councils and interest groups

8 March 2021, Wiltshire Times

<https://www.wiltshiretimes.co.uk/news/19143421.town-council-votes-reject-future-chippenham-scheme/>

10 March 2021, Chippenham Town Council

[Chippenham Town Council reject all options presented by Wiltshire Council for Future Chippenham consultation. • Chippenham Town Council](#)

11 March 2021, ITV West Country

<https://www.itv.com/news/westcountry/2021-03-11/anger-over-controversial-plans-for-new-road-and-thousands-of-homes-around-chippenham>

Appendix P

Details of site notice placement

A4 notices about the public consultation were placed in a number of locations with regular pedestrian use in order to maximise visibility. This included Lodge Road, King Henry Drive, Canal Road, Webbington Road, Cocklebury Road, Sadlers Mead, Eastern Avenue. The images below show some of the locations where posters were put on display.



Appendix P

Details of site notice placement



**Public webinar on 28 January 2021
Questions and answers**

The council is receiving £75 million from government for a new road and will be making money from the uplifting value from its land along the route of the road - is this what is driving the project financial benefits to the council?

Firstly, the council has secured the government funding and has entered into a funding cost recovery strategy with Homes England who are managing that from the government's perspective. That includes use of council resources although over time the expectation is that overall, the scheme would not be a cost to the council.

Secondly, if development does come forward the funding will enable infrastructure to be forward funded so as to help more strategic planning and that is one of the main driving aspects of this project.

Lastly, the council will be making best use of its land and assets as part of this process and it is required to make best use of its land and assets. If in so doing we achieve value from those assets, that value released will be used to support delivery of services to communities.

Why is the council spending money on more road infrastructure rather than spending money on public transport?

The council secured the funding to ensure that if development comes forward there is infrastructure in place. The government funding is required to support development and bring forward housing plans in strategic ways, so the council doesn't have discretion on what it spends that money on.

This consultation is focused on the potential road route options and the council's wider approach to investment for example public transport is a different matter and would have to be considered in the light of the council's responsibilities and budget requirements and available resources.

Please can you confirm how many junctions and or roundabouts and or traffic lights will be included on the distributor road to facilitate access to or from the additional homes to be delivered?

We have identified junctions with the existing transport network which includes the A350 or the B4528 Pewsham Way and the A4. There will obviously be other junctions with other bits of existing network and indeed junctions with emerging adjacent developments, but these will be considered as part of the relevant planning applications.

Future Chippenham

Connecting our communities

The distributor road would provide a high quality road link connecting the north east and southern parts of the town to the A350 and improvements to junction 17 of the M4 yet the detailed information does not seem to explain how the road connects to the A350 to Rawlings Farm in zone five?

The webinar presentation explains which sections of the eastern distributor road are being led by other developers and which sections are actually the Future Chippenham project. Broadly speaking if you think of Chippenham as a clock face from 12 o'clock due north through to around about two o'clock that element of the distributor road is other developer-led; many aspects of that are obviously on the ground at the moment. Coming forward the residual part from two o'clock down to six o'clock is the focus of this particular scheme.

You have given us 3 options to consider. Is the 4th option (no new road) still possible, or does a road have to be built under one of these 3 options?

We need to make clear that the Local Plan Review will determine type and nature of development; we are consulting on options should that development come forward. Any proposals will have to be considered against the Local Plan and policies. Your views need to be made as part of that consultation and we would encourage you to do so.

Re Middle Route B, why is the junction with the A4 beyond Stanley Park a staggered junction rather than the roundabout in the other two options?

The reason for the staggered junction is associated with land ownership; the staggered arrangement requires one less landowner agreement. This will be refined as the road design and landowner negotiations progress.

Is the distributor road envisaged as a two-lane or four-lane road with limited access via roundabout and is there a difference between options?

The potential road is a two-way, single carriageway throughout. Access will be controlled by junctions and/or roundabouts and these will be designed in more detail at the next stage.

I am confused about why we are being asked to consider alternatives for the route of the proposed distributor road before the Local Plan has been approved, which I understand may not be until 2023. The Local Plan will set the number of new houses to be built in Chippenham. This may be the 7,500 upon which the plan for the distributor road was predicated in the HIF bid. But what if the final figure in the Local Plan is fewer than 7,500, and possibly considerably fewer – say 4,500?

The Housing Infrastructure Fund bid identified up to 7,500 homes by 2046 which is over two Local Plan periods. In answer to your question, if the number in this plan was say 4,500 as

you suggest, that would be supported by the Future Chippenham's housing delivery forecast.

When do you expect work to start on making the distributor road? Will it, or can it, begin before the Local Plan is approved?

The potential distributor road will be built when planning permission is gained for its construction. The earliest the project team have estimated the road construction could start is Autumn/Winter 2022/23.

Please could you state why your consultation document has no option to reject all or even parts of proposed route? This document is so pointed to receiving positive comments in itself, it is not fit for purpose.

The consultation form does enable people to object to the road. Question 5 seeks your views on what you consider are the important issues relating to the proposed distributor road route options. Question 6 has a free text box to allow you to go into more details. So, you can answer questions 5 stating your objection in the 'other' box and in question 6 set out fully your objection and reasons if you wish. You can also choose whether you wish to complete the road route options part of the form before submitting your response.

Alternatively you can object in principle by either emailing futurechippenham@wiltshire.gov.uk or sending a written response to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.

We would encourage you to use any of the above means to submit your feedback to us.

Why have you proposed a Southern link road between the A4 and A350 South when there is no reason whatsoever to spoil the landscape, apart from Councils need to develop council owned farms?

The distributor road, between the A4 and A350 south, provides a number of benefits including:

- mitigating transport congestion from the town centre by providing an alternative route to access the A350 to the south of Chippenham, this would predominately be used by residential areas to the south of Chippenham and also from traffic using the A4
- providing a transport network for land development to the south of Chippenham

Why has Wiltshire Council added 5,000 to the housing need figure for the county other than to support this project?

Future Chippenham

Connecting our communities

The Future Chippenham programme has identified that up to 7,500 homes could be delivered on the sites that are supported by the distributor road up to 2046+.

When will Wiltshire Council be open and upfront about the Stone Circle Businesses it has set up to act as land agents and developers, also that they have already been funded with £5 million from Wiltshire Council and that the council state in their HIF bid documents that they are to borrow another £100 million for Stone Circle Businesses to progress this scheme?

The council will employ the model that provides the best oversight, minimum risk and return for its assets as it is required to do. There are no plans at this stage for the Stone Circle companies' involvement despite the inclusion in the bid document. The council would have to consider any proposed business plan from the Stone Circle company in terms of development and this currently takes place on an annual basis for one year in advance.

I am concerned that still no traffic impact assessment has been done for Calne and the villages near the proposed development. 7,500 homes = potentially c15,000 additional cars + many extra delivery vehicles using the local roads. If eg a roundabout is going to be needed at Lower Derry Hill, or a footbridge crossing the A4 linking Derry Hill with Studley, these should be being planned for simultaneously, not as an afterthought to 'mitigate' what could well be a predictable increase in the volume of traffic at these points. In Calne both the junction of the A4 and Curzon St, and the junction of the A4 and Silver Street (A3102) are AQMAs – the latter recording the second highest level of nitrogen dioxide in Wiltshire. Residents are rightly worried at the prospect of any more traffic passing through these points during busy times.

If I wanted to build an extension to my house, my next door neighbours quite rightly would be concerned at how it might affect them. Will they be overlooked, will it put their garden into shade, what about its bulk and design for example. It seems to me that the proposals for expanding Chippenham are being promoted by Wiltshire Council without regard to whatever impact these might have on the villages to the east and south of the town and to Calne. This has to be addressed.

The model used is the Wiltshire Strategic Area model and this has been cordoned to initially assess the impact on the main routes through the town centre. The model will assess the impact on the wider transport network and appropriate mitigation will be included as part of the planning application; unclassified roads will also be considered where affected.

Can the redevelopment of the Bridge Centre area be a condition of this road proposal? One of the major benefits of an east-west alternative transit, is surely to simplify and improve this area. If these plans are approved, can it be conditional on fixing the Bridge Centre area and preventing the A4 from passing through the town, as we have already done with the A350.

In response to the questions you raised regarding the Bridge Centre and the no road option, these questions are best placed to be answered by the council's Spatial Planning team. We have therefore forwarded a copy of your email to them.

The documents I have read make no reference to the fact that the proposed road crosses several County Farms. These farms are active dairy producers and it is not just 'empty land' although at any one time due to cattle being moved around the pastures may give the impression of being unused to non-farmers. The acreage of County Farms across England has dramatically fallen from 426,695 acres in 1977 to just 215,155 acres in 2017. Thus, the proposed road further reduced farming land available for rent.

An assessment of the impact of the loss of agricultural soils and the impact on farming businesses is made in the Preliminary Environmental Options Assessment Report (PEAOR) in the Soils and Geology and Population and Health chapters respectively.

Agricultural land classification (ALC) surveys undertaken previously covered land west of the River Avon in the south and north of Stanley Lane in the north and this was used to inform this assessment. This survey information found a close correlation between surface geology, soil series and ALC grade which then allowed us to make an informed judgement of what soil types are likely to be present on site. The combination of the existing survey information, and the estimated soil types found that 'Best and Most Versatile Soils' (BMV) which include grades 1, 2a, 2b and 3a are largely focused in the western and northern extent of the scheme area, with pockets of grade 3a soils scattered across zones 2 and 3.

The key findings of the assessment are that Option A generally affected less 'BMV Soils', but this is largely due to avoiding the grade 1 and 2 soils east and north-east of Lackham roundabout. When a preferred route option is selected, an ALC survey of the route will be undertaken to ensure the loss of agricultural soils is fully reported within the Environment Statement for the project.

What provision is made for the replacement of these County Farms in the Council's proposals?

The County Farms portfolio is managed in accordance with a list of well established objectives and on the basis that part is to be retained and part disposed over time with properties categorised according to their capital, revenue and development potential. This is set out within the Rural Estate Asset Management Framework V1.5 which was approved by the Council in August 2019. There are no specific proposal to replace the County Farms at Chippenham, should they be taken out of agricultural use, but the Council is committed to the effective management of the remainder of the portfolio and is working with tenants to facilitate opportunities to remain in occupation of undeveloped land on a flexible basis and to re-locate to alternative holdings where possible.

Future Chippenham

Connecting our communities

Chippenham used to be proud to be called a "Market Town" and all its connections, you only have to take a look at all the statues of cattle etc placed around the town. Now with the proposed new houses and roads etc, what will it turn into - a new town having lost its identity forever, so sad especially when there isn't the employment to uphold these new builds, Chippenham will be what? Bath, Swindon and Bristol have far better infrastructure to withhold if and when future development is required after COVID.

A Masterplan for Future Chippenham is currently being prepared. This includes detailed consideration of what the vision for the future of Chippenham is as well as ensuring that all the necessary social, and green and blue infrastructure is provided.

Given that this road is dependent on the approval of development sites in the Local Plan, how do you expect the meet the deadline for using the £75 million funds from the government, whilst the Local Plan is still under consultation and not due to be decided and accepted for a couple of years?

The HIF grant of £75 million is available to support the work required to plan and deliver the proposed distributor road, subject to planning permission being achieved.

Of the three options proposed, only option A presents a true bypass to take traffic away from the town. Options B and C are combined distributor and bypass - leading to high volume traffic through residential areas. Whilst option A has been stated as not favoured, it appears the strategic objectives of option A are entirely different from B and C and so they can't be compared. Option A makes sense. B and C do not. Please comment.

Transport modelling for all three options forecasts reduction of commuting traffic travelling through Chippenham.

The distributor road provides alternative routes for traffic to access the A350, the inner route option C performs better than option B and A. Further information is available in chapter 10.8 of the Options Assessment Report which is available on www.wiltshire.gov.uk/future-chippenham-consultation

The function of the proposed road to the east of Chippenham is for local transport connectivity and distribution, to enable residential and employment development, it is not a strategic road or bypass. The strategic objectives of the scheme are appropriate.

The A350 to the west of Chippenham will remain the primary strategic transport route and is in fact a bypass.

The outer purple route would involve two additional bridges over the canal . . . so that isn't an option, is it?

Future Chippenham

Connecting our communities

Option A does include two bridges over the Wilts & Berks Canal, one in assessment zone 2, near Pewsham Locks and one in assessment zone 3, near Green Lane Farm. At both of these locations the historic canal feature is still present.

It is an option but does have clear disbenefits in terms of costs and impact on the historic canal.

Option B and C both include one canal bridge in assessment zone 2. Crossing the historic alignment of the canal and Avon Valley walk near Forest Farm, the canal feature is no longer present at this location. However, the Wilts and Berks Canal Trust is looking to extend the redevelopment of Pewsham Locks and restore the canal. Our development team are in discussions with Wilts and Berks Canal Trust and a coordinated approach with other landowners could enable and expedite the restoration of the canal.

We are asking for feedback on all road route options that are part of this consultation.

You say questions not answered will be answered after but when? I have been told for the housing one last week it will be weeks as they have so many consultations going on which will limit the time between answers and deadline?

The project team aim to respond to questions raised within 10 working days where possible.

Where are the consultation documents with the public for the HIF bid?

There is no requirement for Wiltshire Council to consult on its bid application process. Information on the consultation process for the distributor road route options and how to get involved, including all consultation documentation can be found at www.wiltshire.gov.uk/future-chippenham-consultation

Is the purpose of route Option A to make Option B and Option C look less bad?

All options presented for public consultation meet the strategic objectives of the scheme, for instance to mitigate traffic congestion in the town centre to enable development growth.

All options are routed through the area allocated for development in the Local Plan for 2036, currently being consulted on, although Option A does indeed follow the outer perimeter of this area.

A range of options is necessary to compare each assessment case. The options provide alternative routes through a range of different landowners. Discussions with landowners continue in parallel with the public consultation and both of these will be considered for the update to the delivery case which will be presented as part of the options assessment update in summer 2021.

We can see already we have a good chance of success with a legal challenge like Oxford, this isn't included in your timeline?

In developing the timeline to support the programme delivery, a number of potential contingencies have been accounted for.

As the road crosses the busy A4 in Option B, why have you chosen a staggered junction?

The reason for the staggered junction is associated with land ownership; the staggered arrangement requires one less landowner agreement. This will be refined as the road design and landowner negotiations progress.

Who is funding the delivery of the Rawlings Green part of the road? Is it the Rawlings Green developer or is it the HIF money?

The HIF bid included funding for the road required to connect to the railway bridge funded through the Rawlings Green development.

Why was the Sadlers Mead car park built on the wrong side of the station adding to congestion and the traffic lights installed at Hathaway Retail park added causing further issues when not needed apart from for pedestrians, is this so you could say there was congestion and push the plans through?

This is not part of this project.

What is the timescale for the construction of the housing developments shown?

Any housing delivery will be contingent on the planning process. However, it is envisaged that housing could be delivered over 20+ years.

40 minute presentation of what we already know and 20 minutes of questions when you know you have so many questions is not ethical?

The Future Chippenham team has added an additional webinar that will provide more opportunities for questions to be raised and answered.

Will the road be dual carriageway at any stage?

The potential road is a two-way, single carriageway throughout.

Option 2 Forest Lane Link road option you said is no longer being considered is this correct?

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This is correct. The two Pewsham Link options being considered as part of this consultation are Pewsham link options 1 and 3. Land discussions are ongoing and are running parallel to the public consultation, these are likely to require some relatively minor changes to route alignments and would not have a significant impact on the options assessment.

I would like to see exactly where option C starts, this presentation shows a different location to the YouTube video entitled ‘Consultation of the Future Chippenham road route options.

The options assessment plans available for public consultation are located on the consultation web page

https://www.wiltshire.gov.uk/media/5746/Future-Chippenham-Distributor-Road-Options-Assessment-Plans/pdf/Future_Chippenham_Distributor_Road_Options_Assessment_Plans.pdf?m=637466574344500000

How big is the area to be developed compared with the current built area of Chippenham? By our map it looks like almost a doubling.

The potential road could unlock land for potential development of approximately 1600 acres.

For the 3 options, will there be different speed limits associated with each option? For instance the outer route will have a higher speed limit due to not being routed through a potential residential area?

The speed of the road will be defined as part of the ultimate highway development. It is envisaged it will be low speed.

A desk study of the environment does not fit in with climate change targets? I can supply thousands of photos of all the wildlife you will destroy.

Whilst the overall environmental assessment undertaken at this options appraisal stage was largely based off desk-study information, certain topic areas such as landscape and biodiversity did include the use of site survey information. When a preferred option has been selected and the scheme progresses towards a planning application, a detailed Environmental Impact Assessment (EIA) will be undertaken and reported within an Environmental Statement. This assessment will be based off detailed site surveys and a more in-depth study of environmental impacts than the proportional assessment undertaken at this stage, although the assessment in the Preliminary Environmental Assessment Options Report (PEAOR) can be considered the initial step of this EIA process.

The biodiversity chapter of the PEAOR which informed the Options Appraisal Process was informed by an extended Phase 1 habitat survey undertaken across the site to record habitats present and evidence of the presence of, and the potential of each habitat to support, protected and priority species. This was further supported by wintering bird surveys and preliminary bat roost assessments undertaken across this area in winter 2019/2020. The assessment carried out in the PEAOR used this data, alongside Environment Record data and the locations of priority habitats and designated sites to form an assessment of the impact of each of the road options in each zone.

The extended Phase 1 habitat survey has also informed the likely protected species on site and set the scope for further species specific surveys that are currently ongoing. These surveys are being undertaken in alignment with current survey guidance and will tell us what protected species are likely absent or present on the site, how species present are using the site and therefore what the potential impact of the scheme would be on these species. From this point, mitigation will then be designed in-line with the mitigation hierarchy and current guidance to ensure the development does not lead to significant adverse impacts.

Given the Grade 2 listed property at Rowden Manor was given as part of the reason for eliminating option D why is the same not true for Option C which starts with a western roundabout just 200 metres from the three Grade 2 listed buildings at Showell Farm?

The key reasons for eliminating Option D was a combination of factors based on both ecological and cultural heritage impacts. The heritage concerns for which Option D was discounted were that the route was aligned through the Rowden Park Conservation Area within a visually prominent location and in close proximity to the Scheduled Monument south-east of Rowden Farm. This would alter the setting of both the conservation area and potentially the Scheduled Monument. These potential impacts on cultural heritage receptors was also combined with the potential impact on the local wildlife site at Mortimore's Wood. Whilst the option avoided travelling through the designated wildlife site, it ran through an area of new planting put in place to extend the site. Because of the potential impacts on these biodiversity and heritage assets, Option D was discounted at the first options sift.

Option C was maintained as an option through to the second sift and more detailed environmental assessment despite some potential setting impacts on the Grade II Listed Buildings at Showell Farm identified at the Sift 1 stage, as these were deemed less likely to be significant in comparison to the Cultural Heritage impacts on the Rowden Park Conservation Area and the Scheduled Monument at Rowden Manor, associated with Option D above. Option C was however scored less favourably in Zone 1 in the cultural heritage assessment in the Preliminary Environmental Assessment Options Report (PEAOR) compared to Option B, in part due to its greater proximity to the Rowden Park conservation area and the listed buildings at Showell farm.

There is a good deal of talk about carbon cost for example, but what about offset? What is being planned regarding tree-planting for example, on a large scale, to make up for all this concrete?

The emerging vision for Future Chippenham will seek to include the delivery of an environmentally sustainable development that minimises carbon emissions and provides net environmental and biodiversity gain.

Why are you proposing to submit a planning application before the Chippenham Local Plan, which will approve strategic housing sites and housing numbers, has been agreed?

Details of the preferred route will be shared during a public consultation in summer 2021 alongside a Masterplan for Future Chippenham which will set the overall context.

How many people are on this webinar?

94 people attended this webinar.

Is the purpose of route Option A to make Option B and Option C look less bad?

All road route options presented provide the opportunity to support up to 7,500 homes across the sites and we would welcome your feedback on these.

Please can you publish the terms of the £75 million grant - either the Grant Agreement (redacted for commercially sensitive sections) or a summary of the terms such as Essex Council did recently for their HIF grant. And in the meantime, what are the commitments on timescale for building the road and what are the commitments on housing numbers and timescale?

The Grant Determination Agreement is a commercially sensitive document and on the clear advice from Homes England will not be published at this stage.

The high-level timeline for the programme identifies that the road will be completed by early 2026. Housing delivery will be subject to planning process but is estimated to be delivered in a phased approach over 20+ years.

Will the road be future proofed by including the potential to be dualled in the future?

The function of the proposed low speed road to the east of Chippenham is for local transport connectivity and distribution, to enable residential and employment development, it is not a strategic road or bypass.

If the roads are dual carriageway throughout, how do you envisage people walking into the countryside? I'm asking from someone who lives in Cepen Park south who risks life and limb at Chequers roundabout to walk to Corsham.

The potential road is a two-way, single carriageway throughout and cycle and pedestrian paths will be included with the delivery of the road. Cycle and pedestrian networks will be influenced by the adjacent land development and associated transport assessments.

Option C seems to have a lot to recommend it (compared to the others), but why not start it at the Lackham college roundabout?

Option C starts on the B4528 to provide an option to support landowner discussions.

It is possible that following landowner discussions option C could connect at Lackham roundabout before crossing the River Avon between the Sewage Treatment Works and Lower Lodge Farm, effectively a combination of route options B and C.

Following public and stakeholder consultation, transport modelling and land discussions this will be progressed in further detail to inform the requirements for junction types/positions and layouts.

Will the road be provided with a separate dedicated cycle path?

Cycle and pedestrian paths will be included with the delivery of the road. Cycle and pedestrian networks will be influenced by the adjacent land development and associated transport assessments.

What arrangements will be made for footpaths, bridleways and cycle routes where the new road crosses them?

Crossings will be provided where any Public Rights of Way (PRoW) are bisected. Details of these crossing will be determined following the preferred options election.

A full detailed review of PRoW will be undertaken following selection of the preferred road option. This will be coordinated with adjacent land development.

PRoW will be improved where appropriate as part of the development planning applications.

Where the new road bisects an existing PRoW, traffic flows for both the road and PRoW will be assessed and an appropriate diversion or crossing included in the road planning application.

It is likely that either informal or formal (controlled for example traffic signals or zebra) will be appropriate to provide safe crossings of the road; as mentioned above the form and type of these crossings is informed by the transport assessments for the planning applications.

Why is there no reference to the fact that outline planning permission has already been granted for a new link road and roundabout from the A350 to the B4528 across land at Showell Farm with access into the approved Rowden Park development?

This is not part of this scheme.

Across zones can the option be switched or is it just option A, B or C across all zones decision?

Yes. The road route options have been split into zones to allow for feedback for the preferred route within each zone. This could result in a preferred route that is combination of the different routes.

How will the proposed routes cross the national cycle way? Will this be bridging or will people have to cross the road?

All 3 options propose crossings at grade with the National Cycleway, meaning a crossing of the road will be included here to facilitate this. The type of crossing implemented will be informed by the transport assessment and forecast flows for traffic permitted to use the road and traffic permitted to use the national cycleway (cyclists, pedestrians, horses).

What is the point of any link road between the A4 and the A350 south?

The distributor road, between the A4 and A350 south, provides a number of benefits including:

- mitigating transport congestion from the town centre by providing an alternative route to access the A350 to the south of Chippenham, this would predominately be used by residential areas to the south of Chippenham and also from traffic using the A4
- providing a transport network for land development to the south of Chippenham

Zone 1 has been stated as having a preference for option C on basis of carbon footprint and cost grounds, though is clearly discounting recognised archaeological and historic setting of Showell Farm. Surely all efforts should be focused on reduction of historical impact for future generations. Despite the aspiration for walking distances for instance what is the rationale to introduce a new roundabout rather than connecting option C to the existing Lackham roundabout as for the other options with benefit of minimising impact to archaeology and historical settings?

As outlined in the presentation, across the environmental assessment, Option B was seen as slightly 'best fit' than Option C. This was in part due to the reduced impact upon the historical setting of Showell Farm and also the lower alignment of Option B in the existing landscape than Options A or C allowing it to be better shielded from view.

However, the assessment scoring criteria in the Options Assessment Report (OAR) considers not just all environment topics, but also connectivity and cost. In this respect, Option C was a significantly lowest cost and provided greater connectivity benefits, whilst also providing some environmental benefits over Option B and A such as a reduced amount of greenhouse gas emissions during construction and operation. This meant that at this stage it is identified as the 'best fit' route through Zone 1. However, as noted in the consultation documents and the presentation, the options appraisal process is not complete. Following the consultation, the OAR will be updated to consider:

- consultation feedback
- deliverability through the engagement of a construction contractor
- information being received from ongoing environmental site surveys
- progression of landowner agreements and
- cost estimates updates

The incorporation of the above may lead to a change in the 'best fit' alignment outlined at this stage, which may lead to a different option being 'best fit' in that zone, or alternatively an amalgamation of two options to seek the benefits and avoid the dis-benefits of both.

Why is Option A on here at all? You have dismissed it in every zone by every measure

All options presented for public consultation meet the strategic objectives of the scheme, for instance to mitigate traffic congestion in the town centre to enable development growth.

All options are routed through the area allocated for development in the Local Plan for 2036, currently being consulted on, although Option A does indeed follow the outer perimeter of this area.

A range of options is necessary to compare each assessment case. The options provide alternative routes through a range of different landowners. Discussions with landowners continue in parallel with the public consultation and both of these will be considered for the update to the delivery case which will be presented as part of the options assessment update in the summer of 2021.

There was no mention about the visual impact from the Monkton Park area for Options A and B?

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In zone 3, Option A is aligned higher in the landscape than Options B and C. This is because Option A is routed largely behind existing landform south of Hither Farm and is also located further away from Monkton Park making it less visible from this location, although it remains prominent in views from the East and South. Option B lies slightly higher in the landscape than Option C so is more visible from Monkton Park, but the distance of view would mean the route is not a dominant feature in the landscape, whilst Option C follows slightly lower ground. Both are well naturally screened from views to the south and east.

Mitigation including planting, localised earthworks and strengthening of existing field margins has been considered to understand the likely residual visual effects of each option. Option A's prominent location in the landscape makes it harder to mitigate in this regard, although views from Monkton Park are aided by the distance. Option B is similarly aided by its offset distance from Monkton Park, and with careful planting improvements of existing field margins and localised earthworks, would not have a significant impact on views from this location. Option C is the closest option to Monkton Park but follows a lower alignment. This makes the use of localised mounding and screening vegetation as mitigation easier to implement without affecting local landscape character. With likely mitigation to be implemented, Option C is not likely to have significant effects on views from Monkton Park.

Why cannot elements of the Options be combined to produce a less impactful development? For example, Option A being combined with Option B in Zone 2 and Option B combining into C further eastward in Zone 2.

Elements of each option within each zone can be combined to provide the most appropriate option, an example of this is presented with the current 'best fit' option for zone 3, where the first part of this route between the A4 and Stanley Lane follows the alignment of Option B and the second part of the route from Stanley Lane to the National Cycle Network 403 follows the alignment of Option C. This example mitigates specific environmental impact on Stanley Park and habitats for Great Crested Newts.

Please provide reasons for combining routes within specific zones for further review. Details for providing this information are provided on the Future Chippenham consultation webpage www.wiltshire.gov.uk/future-chippenham via the online survey or email.

What can we do to stop all the options?

By filling out our consultation form which can be found on our webpage www.wiltshire.gov.uk/future-chippenham. The consultation form has a free text box in question 6 that can be utilised for this. Feedback can also be emailed to futurechippenham@wiltshire.gov.uk or posted to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.

Do your environmental impact assessments on route options include the requirement to build housing and amenities? You're discussing saving a hedge when whole fields will be turned into housing.

At this early route optioneering stage, the preliminary environmental assessment of options did not consider the development of housing and amenities around the options. The concept framework used to inform the strategic assessment of the options outlined that housing would be in similar locations regardless of the location of the new road development. With this in mind, at this early optioneering stage, the preliminary environmental assessment of options considered the road independently of the housing.

Whilst the housing that comes forward will lead to the removal of some of the fields themselves as habitat, the fields are generally species poor due to their use for agriculture. The hedgerows and boundary features of the fields are however, more likely to provide opportunities for biodiversity than the fields themselves as they provide a network of green corridors throughout the landscape which can be used by a variety of species for sheltering, foraging and/or commuting. Some of these hedgerows could also potentially screen any development in these fields. As this is the case, the development of the housing will likely come forward by maintaining and strengthening many of these boundary features to provide green corridors maintaining connectivity, allowing species to navigate the landscape whilst having the dual purpose of providing visual screening of the development.

Doesn't your preferred route use part of the A4 to avoid Stanley Lane? Won't this create a bottleneck?

The current 'best fit' option does indeed use a section of the A4 to connect the distributor road from assessment zone 2 to assessment zone 3. The transport assessment for the road and development planning applications will review this and provide greater detail on new junction types and any mitigation required to sections of existing transport network and existing junctions. The distance between the two junctions is circa 400m, at this optioneering stage we are confident that any mitigation along this section of the A4 is viable.

When will you start listening to residents?

The Future Chippenham project team is seeking your feedback on the road route options and confirm that all feedback received will be considered when identifying the preferred route.

I missed some of the presentation, has it been recorded so I can see it?

A recording of the presentation can be viewed at
www.youtube.com/watch?v=8hLLK8AGuHo

On the penultimate page by using the A4 you create two crossings rather than just one. Will this not significantly interfere with traffic flow and safety on the A4?

The current 'best fit' option does indeed use a section of the A4 to connect the distributor road from assessment zone 2 to assessment zone 3. The transport assessment for the road and development planning applications will review this and provide greater detail on new junction types and any mitigation required to sections of existing transport network and existing junctions. The distance between the two junctions is circa 400m, at this optioneering stage we are confident that any mitigation along this section of the A4 is viable.

Will the road be built before any housing development begins?

Yes, but planning permission could be gained for housing prior to the completion of the road.

Has coalescence between Chippenham and Studley/Derry Hill been considered? The development and the solar farm will result in the complete loss of open space on the A4 and sees the town coalesce with the settlements to the East.

The emerging Masterplan takes into detailed consideration the landscape character of the area and identifies where important views will need to be maintained or mitigated, for example, through woodland planting.

Which body is responsible for reviewing the planning application?

Wiltshire Local Planning Authority.

Travelling south down the A350, onto this road doesn't it make much more sense to have an almost straight on option rather than making part of the B road at Showell Farm part of the new road?

Option C starts on the B4528 to provide an option to support landowner discussions, this option affects one landowner. Option A affects one landowner. Option B affects two landowners. Following public and stakeholder consultation, transport modelling and land discussions this will be progressed in further detail to inform the requirements for junction types/positions and layouts.

In the 'masterplan', what is the vision for Chippenham's employment proposition (for example leisure, distribution, retail and others) - this affects employment density and commuting?

Work on the Masterplan is currently ongoing and will be subject to public consultation in the summer 2021.

Why didn't my question appear?

Questions raised are published when they are answered in the webinar itself. All remaining questions are published later with answers.

Past Chippenham developments have roughly been based on access to the railway station that was historically located to serve the Cattle Market and Westinghouse both of which are no more. Has Wiltshire Council considered that present and future development should be located adjacent to the A350 and a replacement station built to remove the need for transit through the town centre? A new school could be located behind B&Q to serve all the housing in that area. The proposed road(s) would not be required.

This consultation relates to specific distributor road route options. Comments in relation to the location of future developments at Chippenham can be made to the separate consultation being undertaken on the Local Plan Review which closes on 9 March 2021.

www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation

It is hoped that the canal will be restored from Pewsham Top Lock, north to the A4, so why is the old canal route there marked as new woodland?

The road options assessment does not include new woodland as part of this consultation. Requirements for planting will be reviewed in more detail prior to the planning application.

If you are referring to the Local Plan Review, Planning for Chippenham, Figure 6, Concept Plan, then please email this question to the Local Plan consultation at spatialplanningpolicy@wiltshire.gov.uk

Traffic modelling will have taken place using pre-COVID data and assertions. COVID will change future travel needs – my company employs 300 people in west Chippenham and has already stated a long term post-COVID work from home policy leading to reduced travel. How has this been factored into the modelling that has led to the justification for the proposed roads?

Traffic modelling reflects base traffic levels pre-COVID and future growth without COVID restrictions (for instance no reduced traffic levels to reflect travel behaviour during COVID) which provides a robust assessment and is in line with modelling guidelines/practices. Furthermore, the potential change in traffic behaviour post-COVID is unknown. However, there will still be a need for many businesses or educational institutions to operate as they did pre-COVID for instance employees, customers, students, visitors travelling to or from a

place or work, education or as part of it. Similarly, delivery vehicles, industry vehicles, trades vehicles for example are all likely to continue to exhibit travel behaviours as per pre-COVID.

Why doesn't Option B exactly follow the high voltage cable route rather than deviating south of Lower Lodge Farm?

Option B follows along lower slopes of topography south of Lower Lodge Farm and also south of Middle Lodge Farm and provides an alternative route to option C for landowner discussions.

It should be noted that Option B in assessment zone 1 could be linked to option C in assessment zone 2, if these are the preferred routes in each zone following public and stakeholder consultation.

Continuing along the alignment of the high voltage overhead cable route is not desirable for a number of reasons. Woodland east of Kings roundabout would be affected, all options avoid direct conflict with this woodland. This woodland also contains the historic route of the Wilts and Berks Canal. The location of the bridge for route options B and C consider the historic alignment of the canal and there are ongoing discussions with landowners and the Wilts & Berks Canal Trust to consider future restoration.

7,500 houses and 1 million square feet of employment land at benchmark employment densities implies a significant amount of out-commuting. Has the transport modelling assessed the impact of A4 East – and is that report on the consultation site – can't see it?

Please refer to section 10.8 of the Options Assessment Report for further information on the modelling of the route options.

The strategic model for Wiltshire is built with numerous data sources, including Automatic Number Plate Recognition (ANPR) data. This ANPR data, in conjunction with other data sources such as Census 2011, is used to derive the distribution of traffic flows on the network. As such a level of out-commuting by car is reflected in the base model in line with existing commuting patterns. Analysis of the Census 2011 Data, presented in the Chippenham Transport Strategy 2016, indicates that “64% of people travelling to work from Chippenham out-commute, while the remaining 36% of people live and work in the town.”

It would be expected that out-commuting levels would be lower for the Future Chippenham site with a range of additional employment opportunities provided within the town and the development site. The distribution in the strategic model assumes a level of internalisation of trips within the development and the town. The assumption applied in the model is that 54% of trips generated from the site would stay within Chippenham. This is on the

assumption that a significant employment would be provided on the Future Chippenham site. It is assumed that the remaining 46% would travel beyond the town, but it should be noted that not all of these would be journeys on the M4 (as such using M4 J17).

Further detail will be provided within the Transport Assessment which will be prepared in line with appropriate local and national guidelines and submitted through the development planning application process.

Much of this discussion is concentrating on the negative aspects reference visibility and cost. What has been done to consider the Opportunities to carry out landscaping and improvements to the greater Chippenham area? Strengths – Weaknesses – Opportunities – Threats assessments are not just about Weaknesses and Threats.

As outlined in the presentation, the potential for visual screening and planting is embedded within the concept design of the highway shown within the cross-section drawings. Whilst planting and landscaping will be part of the design of the highway, this needs to be in-keeping with the existing landscape character of the site. Initial reviews of the use of landscaping mounds as well as planting was factored into the assessment of both cost and visibility, but regardless of these activities, Option A remains more visible in all zones by nature of its location in the existing landscape.

When a preferred option has been selected and design progresses, the landscaping design will also be progressed in a collaborative manner with all teams to enable the design to provide both visual screening and biodiversity and drainage benefits.

How would the road be built across the old railway track to mitigate the environmental impact?

If you mean the Great Western Rail line then this is being delivered by the Rawlings Green developers.

If you are referring to the National Cycle Network Route 403 (former rail line) then the following information is relevant:

Locations for these at grade crossings seek to minimise impact on existing trees and vegetation whilst also minimising visual impact of the works.

Ecology surveys are currently progressing to confirm species types, populations, locations and movement corridors; ecological mitigation measures will be included in the Environmental Impact Assessment for the planning application but could include fencing, hedgerow strengthening, wildlife tunnels and bat bridges.

Strikes me that this comes down to a simple comparison between Cost of Construction versus Cost of Environmental Impact. How do you Cost/Quantify the Monetary (£s) Value/Cost of Environmental Impact?

Benefit cost ratios for route options are provided in section 10.8.6 of the Options Assessment Report (OAR). For the purposes of this OAR Level 1 and 2 impacts have been considered as this is most appropriate for the consideration of the differences between the options. The Level 1 and 2 impacts assessed are:

- Level 1 - User impacts (travel times), Vehicle Operating Costs (VOC), Indirect tax, Greenhouse gas (CO2)
- Level 2 - Increased economic output in imperfect competitive market

The cost of construction is assessed as part of the financial case, with route options ranked in order of preference / lowest delivery cost.

Environmental impact is assessed as part of the environmental case with route options ranked in order of preference / lowest environmental impact.

There are clear differences between the options in terms of costs. Clear differences between the options are presented in the OAR and OAR summary and also in the public consultation webinars.

The Preliminary Environmental Options Assessment Report provides details of each option's potential impact on the environment, prior to environmental mitigation. The route alignments seek to avoid conflict with any obvious rich ecological habitats and cross agricultural open landscape. Generally, the main differences are associated with the length and scale of infrastructure (road and bridges) and landscape and visual impact.

We have not provided a cost of environmental impact vs cost of construction, this would not provide any added benefit to the assessment process / further influence selection of the preferred route.

The process for ranking each option will provide an option that aligns best with the assessment criteria.

The assessment process not only considers scheme costs and environmental impact it also considers alignment with strategic scheme objectives and deliverability. Updates to the Options Assessment will be undertaken following public consultation and landowner / developer discussions.

How would the road be built over the old railway track to mitigate the environmental and visual/noise impact, and ensure user safety when connecting to it?

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All three options propose crossings at grade with the National Cycleway, meaning a crossing of the road will be included here to facilitate this.

The type of crossing implemented will be informed by the transport assessment which will include forecast flows for traffic permitted to use the road and traffic permitted to use the national cycleway (cyclists, pedestrians, horses).

Locations for these at grade crossings seek to minimise impact on existing trees and vegetation, crossing at grade reduces visual impact.

Ecology surveys are currently progressing to confirm species types, locations and movement corridors; ecological mitigation measures will be included in the Environmental Impact Assessment for the planning application but could include fencing, wildlife tunnels and bat bridges.

In terms of safety, a full independent road safety audit will be undertaken on proposals for the scheme.

Isn't it the case Chippenham will be the largest town in the entire county and as such desperately needs a complete ring road?

The options assessment process identified the need for a distributor road and not a ring road.

What is modelled traffic impact at J17 in terms of delays, and also on A4 East?

Please refer to section 10.8.4 of the Options Assessment Report (OAR). Further detail on specific traffic impacts at these junctions/locations will be provided within the Transport Assessment which will be prepared in line with appropriate local and national guidelines and submitted through the development planning application process.

Where does the economic benefit to Chippenham come from?

The economic benefits come from a number of different areas which are unfortunately too long to detail here. However, these are detailed in our HIF bid which can be found on the Future Chippenham webpage https://www.wiltshire.gov.uk/media/5439/HIF-FF-000456-BC-01-Chippenham-Urben-Expansion-Final-submitted-business-case-redacted/pdf/HIF_FF_000456_BC_01_Chippenham_Urben_Expansion_Final_submitted_Business_Case_Redacted.pdf?m=637442430691700000

It's impossible to judge a preferred route without understanding the overall development ideas. What have you done to identify development sites?

The Local Plan consultation currently underway identifies preferred sites that the potential distributor road would support. In addition, to support the options assessment process, the Future Chippenham team has a draft concept framework which identifies what development of the sites it has identified could look like to inform the road route options.

How is traffic congestion for Chippenham improved if an additional 7,500 properties, employment sites and additional road use from the M4?

Please refer to section 10.8 of the Options Assessment Report (OAR) which recognises that wider transport network mitigation would be required to mitigate the impact of 7,500 homes and this would be considered in further detail in the work on the Transport Assessment to support a planning application.

https://www.wiltshire.gov.uk/media/5745/Full-options-assessment-report/pdf/Future_Chippenham_-_Options_Assessment_Report_January_2021.pdf?m=637463272933430000

Atkins say roundabouts and traffic lights considered as part of planning application. What has been assumed in models – it will affect delays/traffic flow, carbon emissions?

Please refer to section 10.8.1 of the Options Assessment Report (OAR). The core model includes planned schemes identified by Wiltshire Council and identified within the Chippenham Transport Strategy. Further assessment of mitigation in addition to the core model would be considered as part of the Transport Assessment for the planning application.

How have you identified the housing need? Future Chippenham is aspirational and unproven.

This is a consideration for the Local Plan. The Future Chippenham programme has identified that up to 7,500 homes could be delivered on the sites that are supported by the distributor road up to 2046+.

5 March 2021

**Public webinar on 11 February 2021
Questions and answers**

Wiltshire Council has declared that we are in a climate emergency. Why do the strategic objectives for this new road and development not acknowledge this as the top consideration?

The council has set a very ambitious target of becoming a carbon neutral county by 2030 and to achieve carbon neutrality the council will, amongst other things, need to account for carbon in its development plans. The council also looks at ways of delivering new development with reduced carbon emissions and will investigate offsetting any residual carbon emissions so that net input into the atmosphere as close to zero carbon emissions as possible can be achieved. The carbon impact and environmental impact has been taken into account and is one of the key considerations as set out in the presentation. A programme such as Future Chippenham will need to demonstrate its commitment to policies in the Local Plan and how they will be met in any of the planning applications that it makes.

By having planned development, the council can also have a better opportunity to ensure development takes this into account and is a stronger way to ensure the target stays on track.

Is the road going to be a dual carriageway?

The proposed road will be low speed, two-way single lane carriageway.

Why are all the options on the east side of Chippenham?

If the question is alluding to why the road options are on the side of Chippenham, then the Future Chippenham development area lies in that vicinity and the road that we are consulting on is to serve those developments. It may be that actually the questioner is perhaps thinking more about the housing and perhaps this is something that would be better directed to the Local Plan consultation, if the thought is why is all the housing being depicted through this consultation on the east side.

Can you advise of any comparable sized market towns which have been surrounded/locked in by a de-facto ring road?

This question seems to be suggesting that we are trying to build a ring road and encapsulate Chippenham within a severance of all the way around, that is not what we are trying to do. The distributor road as part of Future Chippenham really is envisaged that it is going to be part of the development, it is going to be integral to the development. It is not

going to be a border around the outside and that is not really what we are trying to achieve. This is about place making it is not about creating a ring road in the traditional concept of ring roads in other locations.

What assessment has been made of the total increase in carbon emissions over, say, the next 10 years as a result of this new road—not just the embodied emissions of the road building but also the increased traffic and road use?

At this stage no quantified assessment of operational carbon has been undertaken. An assessment comparing the options in respect to their potential carbon emissions was undertaken for the Preliminary Environmental Options Assessment Report (PEOAR). Using experience and understanding it is quite simple to make a comparison assessment at this stage. Undertaking a quantified assessment would require significant traffic modelling which we shouldn't have for each of the options, so we've undertaken a quantitative assessment essentially which found that the shorter option would be most efficient from a carbon perspective. As the scheme progresses towards the planning permission once we have selected a preferred route the Environmental Impact Assessment (EIA) process will be required to provide a quantification of those carbon emissions as part of the Environmental Impact Assessment process.

What consideration has been made for the future impact of greater working from home, and therefore less rush hour congestion, on the requirement for this new road?

The transport assessment for the road planning application will certainly consider forecasts for all modes of transport and the impact of COVID-19. We need to remember that the road is not just for motor vehicles it is a transport network enabling opportunities to travel by cyclists, pedestrians, buses and cars so the reforecasting will be reforecast of all modes of transport.

Whichever route we end up with, will the route have pavements for safe pedestrian use, or will these be without pavements like Avenue La Fleche and Pewsham Way?

The cross sections shared as part of this presentation include paved pedestrian and cycle routes. There will be further focus on and a review of the Public Rights of Way networks and an overall connectivity plan that will be developed as part of the masterplans for the adjacent developments. So yes, they will be paved but there will be a network of paved footways and cycleways as part of the overall masterplan.

The cross-sections clearly depict the longitudinal connection along the route itself but the importance of access to the countryside clearly is very high on the agenda at the moment. So as this scheme is being developed, we need to look out from the road into the wider country to ensure that we have got connectivity with the wider public rights of way going out

of town and also very importantly the masterplan needs to be thinking about connections into the town. The whole question of footways and cycleways needs to be looked at holistically not just along the route itself but as part of the wider scheme.

What's happening to the tenanted farmers currently working the land?

Meetings have taken place so all tenant farmers have been made aware of the impact these potential road options would have on their tenancies. We will continue to liaise with them about their options as the scheme progresses.

Aren't these proposals simply 'business as usual'? How do these options plan for a future that reduces car dependency and commuting, given the pandemic and climate emergency?

It could be a step change in delivery of housing, and it could have a holistic approach to Chippenham. One of the overriding objectives is to try and improve the self-containment of Chippenham, so actually it becomes a sustainable and vibrant town in his own right moving forward so people can work and live and meet their service needs without a need to travel. That is the overarching principle of trying to plan for sustainable development, it is about delivering a critical mass. This road could potentially unlock development which could meet Chippenham's housing and job needs well into the future. It is also backed by government.

The Masterplan for the proposed development supported by the distributor road will seek to encourage more sustainable methods of transport by its design. This will be consulted on in Summer 2021.

All options provide opportunities for increased connectivity to the town centre and local centres through existing footpaths, cycle routes and potential new routes.

Will the consultation consider the option of not building a new road and looking for more innovative and future-facing options to meet the town's needs whilst reducing carbon emissions?

Just to be clear we are consulting on possible road routes if a road is needed to support the development proposed in the Local Plan. We accept that a lot of people may not want to see the development or the level of development that would necessitate the need for that new distributor road. If that is the case there are two ways in which they can register their objection, either via this consultation but also via the Local Plan Review consultation www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation

To specifically register their objection as part of the Future Chippenham consultation, the webpage www.wiltshire.gov.uk/future-chippenham-consultation provides the link to the consultation form. On this form they are not required to give their views on options around

the road, they can move straight to saying 'other' on question number five and then question number six provides free text option for them to register their objections and why they object. This will all be captured as part of the consultation that we will be reporting on. Over and above that, on that webpage there is a link that provides an email address where they can email us directly their objection that will again be captured and recorded.

So just to summarise either through the consultation form and specific questions that exist and have existed from the start of the consultation or directly via the Future Chippenham email address that exists to capture that objection and again that's been there in place since the beginning of the consultation.

Because this question has been raised a number of times, we've taken the opportunity to put a frequently asked question on the consultation page, at the very top, to make sure that people are very clear in terms of how they can raise their objection if they want to.

What will be done to ensure residents of Chippenham can still access the countryside?

With the current lockdown provisions because of the pandemic, we are all valuing the importance of access to the countryside and open space. We have not included in this presentation the infographic which sets out the overall milestones but this can be viewed at www.wiltshire.gov.uk/future-chippenham. We are currently consulting on road route options. After that and once through the consultation and there is a preferred road route established, we will be consulting on detailed master planning across the area. Part of that will be looking at the blue and green infrastructure network that will exist over potential development, ensuring that links are maintained or created to Public Rights of Way, cycleways and canal towpath and to look at the location and scale of green space within development as well to make sure that they are protected.

Is there any consideration of the River Marden's status as a rare chalk stream?

The River Marden's status as a rare chalk stream was not assessed in the Preliminary Environmental Assessment of Options report (PEAOR) due to the design stage when the assessment was undertaken. The River Marden's status as a rare chalk stream will be assessed as part of the full environmental impact assessment to be undertaken for the road as part of the planning application if a suitable pathway for impacts on the watercourse (and its rare chalk stream designation) exists.

The assessment in the PEAOR did not find any potential effects on the River Marden as a receptor as there are no crossing proposed as part of the scheme, and because the implementation of an approved drainage design would ensure water quality in the river is maintained at existing levels.

Has there/will there be any reassessment of the proposals for the new road given the massive change to peoples work/ commuting that is underway as a result of COVID? The rush hour commute and associated congestion will be significantly reduced in the future.

The transport connectivity enabled by the distributor road provides opportunities for travel by cyclists, pedestrians, buses and cars between new and existing developments and associated infrastructure.

The transport assessment for the planning application will consider forecasts for all modes of transport and the impact of COVID-19.

I understand that much of the land in question is owned by Wiltshire Council so how much money is the council set to gain from the sale of this land?

The council has been successful in securing £75 million out of the government's Housing Infrastructure Fund. As part of that the council has had to enter into an agreement with Homes England, the government body that administers that, about how that money would be recovered if development took place. The council, as part of that recovery strategy, had to commit to land sales receipts and borrowing as part of that strategy. Now clearly that information is commercially sensitive so we cannot share that. If a scheme does proceed then obviously more detailed costs and phasing will become defined and as that happens then the council will be able to establish what the potential gain could be from any sale of land receipts. The important point that needs to be made over and above all of this, is that the whole recovery strategy is premised on the basis that there is no cost to the council in relation to the recovery strategy of the funding.

You say the plan sets out to meet the need for jobs and housing – what jobs? You also talk about “employment opportunities”, but what exactly does that mean?

It is important to understand that as we move forward as proposers of the site we will be working on a detailed Masterplan and that would include talking to Economic Regeneration team and identifying what employment needs and gaps, but also importantly what opportunities there are within Chippenham as a whole. There will also be jobs from the development and, if planned well to reduce out-commuting, the services will build up in the town itself. We have already assessed capacity and it is indicatively showing about one million square foot of commercial space if the development proceeds as possible. We need to work to investigate a deeper layer of that to find out what sectors, what the market is like, there's no good just allocating employment if the market is not there. We really have to, in this post-COVID world, dig deep but it is an important question and it is one that we want to balance communities and which matches decent affordable homes for people to jobs so they can work and live in the local vicinity.

I understand that this consultation is specifically about the road, but in the video you mention “sustainable communities”. Please define what you mean by “sustainable communities”.

Sustainable communities have broad definitions but, in this instance, it is about a planned community, so it means it is supported by essential infrastructure from the outset. It is supported by the roads but also the power, the drains, the schools, the medical facilities and so it promotes a more sustainable way of living so actually people can live and meet their needs and receive the services they want in the local area without having to travel many miles for those. It is also about having actually a very green community itself and building green so things are energy efficient, use energy efficient materials, use energy efficient building techniques. You have a choice and a range of sustainable transport modes rather than just solely relying on the car so it is about social equality, opportunity and economic sustainability for example. Basically, it is about trying to boost that resilience and self-containment of Chippenham as a standalone settlement rather than a satellite to other bigger settlements.

Have any of the Planning Committee actually visited the Marden Valley?

This is an important question as it drives the issue that we raised at the very top of the meeting the distinction between the consultation that we are taking part in now and presenting around road route options and the consultation that is taking place at the moment in relation to the Local Plan Review. A number of members of the Future Chippenham team will have visited proposed sites in the Marden Valley. It is not really our place to talk in relation to the Planning Committee, that might feel quite strange to some of the people asking the questions, but it does emphasise there is a very clear distinction in the council between this programme and the Planning Committee and the Local Planning Authority and the officers that support that.

If the houses are rejected by the residents will the road go away.

The funding for the road is predicated on the land coming forward for development as part of the Local Plan.

How does this square with Wiltshire Council announcing a climate emergency last year? This appears to be highly contradictory. Wiltshire Council will apparently be "Supporting the natural environment and biodiversity within Wiltshire through development of a Green and Blue Infrastructure Strategy".

The council has set a very ambitious target of becoming a carbon neutral county by 2030 and to achieve carbon neutrality the council will, amongst other things, need to account for carbon in its development plans. The council will also look at ways of delivering new development with reduced carbon emissions and will investigate offsetting any residual

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carbon emissions, so that net input into the atmosphere is as close to zero carbon emissions as possible.

A programme such as Future Chippenham will need to demonstrate its commitment to policies in the Local Plan and how they will be met in any of the planning applications it makes.

By having planned development, the council can also have a better opportunity to ensure development takes this into account and is a stronger way to ensure the target stays on track.

We have 296 houses for sale and 32 business properties, why do we need more?

This question is better placed to be answered by Wiltshire's Spatial Planning team. We would suggest you email this question to spatialplanningpolicy@wiltshire.gov.uk

In responses to the consultation form, we are asked to give our preference on the 3 road options. Many people strongly oppose the road altogether, so why wasn't an option of 'No Road' included? Any statistics compiled as a result of these "consultation" answers will be skewed because of this

If people wish to give feedback on the consultation and object to the road in principle, they are able to do so in the free text box as part of question 6 in the consultation form, or via e-mail at futurechippenham@wiltshire.gov.uk. All feedback will be considered by the team as part of the consultation process.

You note that this scheme is all subject to the outcome of current consultation, yet you have already published a PIN notice for a contractor. How is this justified and what is the supporting business case and CBR?

If the road goes ahead the council is on a very strict timescale required by Homes England as part of the funding arrangements and therefore some of preliminary work (which doesn't commit the council at this stage) is being undertaken to assist the council to meet those tight timescales if the project goes ahead.

Why was addressing climate emergency not a strategic objective?

The council has set a very ambitious target of becoming a carbon neutral county by 2030 and to achieve carbon neutrality the council will, amongst other things, need to account for carbon in its development plans. The council also looks at ways of delivering new development with reduced carbon emissions and will investigate offsetting any residual carbon emissions so that net input into the atmosphere as close to zero carbon emissions as possible can be achieved. The carbon impact and environmental impact has been taken

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into account and is one of the key considerations has been set out by Tom a programme such as Future Chippenham and we'll need to demonstrate its commitment to policies in the Local Plan and how we've been met in any of the planning applications that it makes.

What happens if those other developers don't deliver that other part/phase of the road (to the A350 north of Chippenham)? The rest of it becomes pretty pointless doesn't it?

The desire is to develop a comprehensive and holistic network for road and wider transport connections as part of Future Chippenham. Clearly the delivery of facilities by other developers will add to that. If those elements do not come forward, then the Future Chippenham project would still seek to deliver a network of connections, including the distributor road, to serve and access the Future Chippenham areas.

What evidence do you have that local people want any road at all?

This public consultation is the method we're using to gain that local feedback, if people wish to feedback, positive or negative representations on any of the routes, or no route they can complete the consultation form found at www.wiltshire.gov.uk/future-chippenham-consultation or email us at futurechippenham@wiltshire.gov.uk.

You mention the scheme would include 'employment space'. We don't need any more employment space - we have lots of empty business/warehouses already.

In the detailed master planning phase we will work with our Economic Regeneration team identifying the employment gaps and opportunities within Chippenham as a whole. At present we have assessed that there is the capacity to provide around 1 million sq ft of commercial space if the development proceeds. Future work will need to investigate the sort of commercial activity that could support.

You say on your video that this road will help us face some of the long-standing challenges such as town centre congestion, but studies conclude that building new roads, increases congestion (especially where thousands of houses are being built). Can you agree that this statement is factually incorrect?

Roads themselves do not actually increase traffic, it is the development that comes alongside the roads that are increasing the traffic. Clearly a scheme of this nature which will be seeing housing coming forward and commercial use as well, there will be traffic generation associated with the new developments; it is not necessarily the roads themselves that increase the traffic. What will have to happen is clearly there will be a full planning application, there will be a planning process for this, there will be a full transport assessment that will need to come forward looking at the scheme overall and that will look

at the transport situation and identify what particular measures need to be taken. So that type of question will be dealt with through the planning process.

Please can you say how the new road interchanges with other roads, cycle path, etc in its path, eg level-crossings, viaducts, etc?

All junctions with the existing transport network are subject to review by the transport assessment for the road planning application. This will be designed in more detail once the preferred road route option is identified.

The slides are very small and hard to read, is the PowerPoint going to be available?

A recording of the presentation can be viewed at
<https://www.youtube.com/watch?v=IhrsDGzoTs8>

Will there be space to make the road a dual carriageway later?

The proposed road is being designed as a single carriageway. We are not anticipating making an allowance for potential dualling in the way that the A350 to the west of Chippenham has come forward.

How were environmental impacts that span zones assessed?

A summary of the Preliminary Environmental Assessment Options Report identifies how the zones were assessed. This information can be found on the consultation webpage
www.wiltshire.gov.uk/future-chippenham-consultation.

What benefits will the road deliver to the Town Centre?

Please refer to section 10.8.3 of the Options Assessment Report (OAR) which provides information on town centre traffic flow changes for each option.

Has the road and housing been agreed and the road options are just a distraction from the bigger questions that have already been agreed?

The proposed road and any housing would be subject to planning consent and no planning application has been made by the Future Chippenham team at this stage.

What consideration has been made for the future impact of greater working from home, and therefore less rush hour congestion, on the requirement for this new road?

The transport assessment for the road planning application will certainly consider forecasts for all modes of transport and the impact of COVID-19. We need to remember that the road is not just for motor vehicles it is a transport network enabling opportunities to travel by cyclists, pedestrians, buses and cars so the reforecasting will be reforecast of all modes of transport.

Please can you confirm the road is to ease future congestion from the new houses rather than any existing issues?

The distributor road is being developed to:

- Support long term growth of the town. Transport evidence indicated that future growth of the town couldn't happen without the delivery of such infrastructure. Without it, future growth would be expected to cause unacceptable impacts on the existing road network.
- It is expected that the scheme, along with appropriate wider network mitigation, could help address some existing issues on the transport network in the town, for example providing an alternative route for those travelling through the centre of the town to access the A350 and potentially providing road capacity to improve provision for pedestrians, cyclists and buses within the town.
- Provide access to the development sites in accordance with development control requirements for transport access to large development sites.

The only time we have congestion is when there are roadworks or an accident, how will this help over the years and years of building work proposed?

An Environmental Statement will be prepared which will provide further details on Construction Traffic and Routing as well as materials. Through the development planning process, a construction traffic management plan will be provided which will provide specific details on construction traffic and how it will be managed through the construction phase. The distributor road is not expected to have any weight restrictions, however this is subject to confirmation at the next stage where the distributor road will be designed in more detail.

What biodiversity offsetting will you be doing?

The emerging vision for Future Chippenham will seek to include the delivery of an environmentally sustainable development that minimises carbon emissions and provides net environmental and biodiversity gain.

Why is 'no road' not presented as an option, and what evidence have you that local people want any road?

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If people wish to give feedback on the consultation and object to the road in principle, they are able to do so in the free text box as part of question 6 in the consultation form, or via e-mail at futurechippenham@wiltshire.gov.uk. All feedback will be considered by the team as part of the consultation process.

What about option 4, reject the houses and the road goes away, with the houses already built and taking off the 5,000 extra houses Wiltshire Council added to the Government numbers it is not required?

The need for a road to support housing development has been identified within the Local Plan. Future Chippenham is consulting on three possible options for a road that could unlock the identified sites for housing development. Sustainable transport use will be a key consideration as part of the master planning work as will supporting the council's commitment to becoming carbon neutral by 2030.

You can register your objection, either via the Local Plan Review consultation www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation or through the Future Chippenham consultation www.wiltshire.gov.uk/future-chippenham-consultation.

On the Future Chippenham consultation form you are not required to give your views on options around the road, you can move straight to 'other' on question number five and then question number six provides free text option for you to register your objections and why you object. You can also email your objection in principle to futurechippenham@wiltshire.gov.uk.

I have cycled around Chippenham for years and rarely use any of the cycle paths as there is no need. So why do we need more? The one on Bristol road is totally useless and wasted money.

The Future Chippenham programme will seek to improve the use of more sustainable transport methods which would include the use of cycles. Cycle routes and pathways provide connectivity to existing developments and between any potential new development.

The urban cross sections indicate that housing is proposed on both sides of the road alignment. Is this the intention?

The preliminary design for the road has identified that housing could be built on either side of the road.

Have you consulted with any users of the River Avon/Marden, such as the Canoeing Club, Sea Scouts, Angling association?

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We have directly advised as many local groups and business as we were aware of at the beginning of the consultation itself and are actively seeking feedback from the whole community including any interest groups. In addition, to capture residents and other groups we have published the consultation in the media and via our website and social media and through consultation events throughout Chippenham and the outlying areas.

Do you not think it is dangerous to have cycle and pedestrian routes as one?

Road schemes of this nature would be subject to a full independent safety audit process as the scheme evolves from feasibility through preliminary and then into detailed design. The safety audit process also involves assessment post scheme opening. Clearly the design will take on board the views and recommendations coming through that safety audit process.

Would the route be lit? The indicative x-sections do not show lighting.

The road will need to accord with the relevant design standards. As a general rule, urban areas are lit and rural areas are not, but the exact details and extent of street lighting will be addressed at detailed design stage.

Does anyone who has proposed any of these plans actually live in Chippenham?

The Local Plan Review will determine the type and nature of development. Many members of the team are residents of Wiltshire.

Approximately what year is work likely to start on building this road please? Thank you

The commencement of the build for the potential road would be subject to gaining planning consent. Our initial programme has identified that this could commence in Winter 2022/23 if planning consent is gained.

By removing the farms how is sustainable local food being covered?

Thank you for your question into the Future Chippenham road route options consultation. This question is best placed to be answered by the council's Spatial Planning team. We have therefore forwarded your question to them.

How much has the work so far on the road bid and consultation cost, why wasn't the public involved earlier?

The Future Chippenham programme has secured £75 million of Housing Infrastructure Fund (HIF) funding to support the delivery of the potential distributor road. This includes the preliminary work required to develop the design and consultation on the road.

The council does not as a matter of course consult on seeking funding from government.

We had originally planned for the public consultation on road route options to take place in Spring 2020, but this was delayed because of COVID-19.

Do we actually need these roads/houses? Look what happened to the court which is now being torn down.

This question is more appropriate to the Council's Spatial Planning team, who are progressing the Local Plan Review on behalf of the council as Local Planning Authority. Please email this question to spatialplanningpolicy@wiltshire.gov.uk

Bearing in mind most single carriageway roads are being widened, will there be allowance for widening in the future?

The function of the proposed low speed road to the east of Chippenham is for local transport connectivity and distribution, to enable residential and employment development, it is not a strategic road or bypass.

You assume further growth needs more road links. Have you considered different scenarios for how people could live and work in a post-pandemic future - given the urgent need to reduce carbon emissions and the likely increase in remote working?

One of the overriding objectives is to try and improve the self-containment of Chippenham, so actually it becomes a sustainable and vibrant town in his own right moving forward so people can work and live and meet their service needs without a need to travel. That is the overarching principle of trying to plan for sustainable development, it is about delivering a critical mass. This road could potentially unlock development which could meet Chippenham's housing and job needs well into the future.

Was the survey carried out recently? Over this winter we have had a large amount of flooding over all this area, has the future modelling accounted for this or just an average amount of rainfall?

The scheme is utilising the Environment Agency model of flooding across the River Avon catchment. The model was built a few years ago, following a topographical survey. It included a hydrological analysis based on data gathered over the years. Although the storm events over the last winter were subsequent to the model, these events will be used to check the goodness (for example calibrate) of the model for Future Chippenham.

The scheme will be designed aiming to have negligible impact on flooding even under the 1 in a 100 year storm scenario with both the 35% and 70% climate change allowances

included. These climate change adjustment factors are dictated by the Environment Agency based on the predicted rise in severity of storms as climate change becomes greater and more apparent.

From an environmental point of view, you're talking a lot about visual impact, but what about the impact to the wildlife and biodiversity in the area? You have hardly mentioned them.

Whilst the overall environmental assessment undertaken at this options appraisal stage was largely based off desk-study information, certain topic areas such as landscape and biodiversity did include the use of site survey information. When a preferred option has been selected and the scheme progresses towards a planning application, a detailed Environmental Impact Assessment (EIA) will be undertaken and reported within an Environmental Statement. This assessment will be based off detailed site surveys and a more in-depth study of environmental impacts than the proportional assessment undertaken at this stage, although the assessment in the Preliminary Environmental Assessment of Options Report (PEAOR) can be considered the initial step of this EIA process.

The biodiversity chapter of the PEAOR which informed the Options Appraisal Process was informed by an extended Phase 1 habitat survey undertaken across the site to record habitats present and evidence of the presence of, and the potential of each habitat to support, protected and priority species. This was further supported by wintering bird surveys and preliminary bat roost assessments undertaken across this area in winter 2019/2020. This assessment carried out in the PEAOR used this data, alongside Environmental Record data and the locations of priority habitats and designated sites to form an assessment of the impact of each of the road options in each zone.

The extended Phase 1 habitat survey has also informed the likely protected species on site and set the scope for further species specific surveys that are currently ongoing. These surveys are being undertaken in alignment with current survey guidance and will tell us what protected species are likely absent or present on the site, how species present are using the site and therefore what the potential impact of the scheme would be on these species. From this point, mitigation will then be designed in-line with the mitigation hierarchy and current guidance to ensure the development does not lead to significant adverse impacts.

How will the roads cross the public rights of way (for instance will bridges be provided to pedestrians to get across the road)?

Equally important is the consideration of connections to the wider public rights of way network, and indeed with connections coming in towards Chippenham town centre. These matters will be considered as part of the overall scheme development.

Which option delivers the most traffic benefits to the town centre?

Please refer to section 10.8.3 of the Options Assessment Report (OAR) which provides information on town centre traffic flow changes for each option.

Will you commit to reinstate the Wilts & Berks canal crossing with the A4 as part of this scheme? This will future proof the canal regeneration.

We are committed to working with Wilts & Berks Canal Trust and its members to seek opportunities to support the aspirations for the Canal now and in the future.

How does this fit in with the government's legally binding obligations on the net zero emissions enshrined in law June 2019? Proved through the Heathrow story.

The construction of the road scheme would be unlikely to lead to a significant increase in greenhouse gas emissions on its own, when compared against the government's legally binding climate reduction obligations and would not include a large percentage of carbon emissions compared to the reduction targets. We are nonetheless committed to drive carbon reduction in construction and operation through our design in light of our own greenhouse gas reduction targets.

The road itself is unlikely to actually generate substantially more emissions during operation as it will be unlikely to generate further traffic movements on its own outside of when maintenance works are required. However, the housing it will bring forward does have the potential to increase traffic movements and therefore greenhouse gas emissions in the local area. The amount of movements and therefore greenhouse gases the housing will generate from travel will be mitigated through the careful integration of public transport and active travel connectivity to existing services to reduce emissions, as well as further measures to encourage efficient vehicle usage.

Could you separate out the environmental impacts so that ecological and climate impacts are considered separately to heritage and aesthetic impacts?

The options were all assessed separately per environmental topic per zone within the Preliminary Environmental Assessment of Options Report (PEAOR). The environmental topics assessed were:

- Air quality
- Noise
- The water environment
- Landscape
- Cultural heritage
- Biodiversity

- Soils and geology
- Materials and Waste
- Population and health
- Climate change effects

Vulnerability to climate change (no option preferences selected)

A summary of the main findings of these assessments is outlined in the PEAOR Non-technical summary document that was produced for this consultation and is available on the webpage <https://www.wiltshire.gov.uk/future-chippenham-consultation>

The assessments in the PEAOR attempted to define the potential significance of effects of environmental impacts of the various options as well as a preference of options per zone based on that specific topic area. This meant that options were scored wherever possible to understand the preference even if slight, between them. The Options Assessment Report (OAR) took the findings of the PEAOR and gave them a scoring. This scoring was equally weighted between topics, but it focused on avoiding more significant potential environmental effects and focused on key differentiators between the options. To make best use of the time available, focusing on the key differentiators in environmental effects was the approach also used for the webinar. As noted above, summaries of the key preferences per topic area per zone are available in Chapter 5 of the PEAOR Non-Technical Summary document.

Please explain in terms easier to understand. Will this and the housing go ahead in some form and so this is just a minor exercise in road planning as a distraction?

The Local Plan Review will determine the type and nature of development. We are consulting on options should that development come forward. Any proposals will have to be considered against the Local Plan and policies. Your views need to be made as part of the Local Plan consultation too and we would encourage you to do so.

You repeatedly refer to environmental "screening" as an environmental impact. But what impact does each route have on environmental habitat and introducing infrastructure that will irreversibly affect the landscape forever?

References to screening were generally made to note how visual impacts can potentially be mitigated through the design of the scheme.

During the webinar, it was outlined that across all zones, Option A has the potential to cause significant impacts on landscape character, and on views from the south and east due to its generally higher alignment and location within the local landscape. Whilst minor adverse impacts are likely under Options B and C, these are unlikely to be significant in assessment terms as the way they follow the topography allows them to be better

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integrated within the existing environment. Generally speaking, Options B and C follow low points in the existing topography so they do not stand out in long-term views, which, when combined with matured screening vegetation, would make them not significant in landscape terms.

In respect of impacts on biodiversity, this was not discussed in detail due to the time limitations of that event and that the discussion was focusing on the differentiators in the options that led to the current identified preferred route in the options appraisal process thus far. In most zones, the biodiversity impacts between the options was found to be broadly similar, which means they were not referenced as much in the webinar. Whilst we have identified some potential impacts on biodiversity in the Preliminary Environmental Assessment of Options Report largely focused on the loss of existing hedgerow and field boundary features, it is hoped that with the careful integration of mitigation measures in our design that these impacts can be mitigated.

Which consultation is for representations on the principle of the Future Chippenham housing and commercial development and this distributor road, and when is its deadline?

The Local Plan Review is for representations on the principle of the Future Chippenham housing and commercial development. This consultation ends at 23:59 on Tuesday 9 March 2021. www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation Future Chippenham is consulting on the potential distributor road route options. This consultation ends at 5pm on Friday 12 March 2021. www.wiltshire.gov.uk/future-chippenham-consultation

The majority of people are totally unaware of these plans. To ensure a full consultation, why hasn't a letter been sent out to each household giving details of how they may object?

Letters were sent out to those residents who would be directly affected by each of the potential road route options to make them aware of the consultation. Whilst this consultation has been more digitally focused due to COVID restrictions, so as well as our public webinars, we have been to Area Board meetings, Town and Parish Council meetings where we have asked for suggestions on ways to reach people especially those residents who may not have access digitally. Hard copies of the consultation materials can be collected from Monkton Park or we can send them by post. We have advertised the consultation through promotional posters and flyers in the town, through the media and on social media. We also extended the consultation period to eight weeks to take account of the current COVID restrictions.

Why build any of this on the flood plain? 1 in 1000 year events have become 1 in 10 thanks to global warming. Surely nothing should be built below the 50m contour line?

The designs presented in the consultation do not include any structures within the floodplain. In terms of flood risk, the preferred option would be to have a viaduct structure over the entire length of the 100 year + climate change floodplain, to allow water to pass underneath the highway. Should any embankments be built within the floodplain, accurate flood mitigation measures will be implemented to avoid increase flood risk across the site and/or elsewhere, as per Environment Agency guidance.

Your plans will damage to the character of Chippenham – a small market town - as well as surrounding villages. It will destroy much of what local people value about living here, with absolutely no guarantee of any future benefits for the town.

The Local Plan Review will determine the type and nature of development. We are consulting on options should that development come forward. Any proposals will have to be considered against the Local Plan and policies. Your views need to be made as part of the Local Plan consultation too and we would encourage you to do so.

Are there going to be segregated crossings where cycle routes cross the proposed route for instance where cyclists will not need to dismount and cross at different levels?

Cycle and pedestrian paths will be included with the delivery of the road. Cycle and pedestrian networks will be influenced by the adjacent land development and associated transport assessments.

Why don't Chippenham's views count and only the village's views?

This consultation is seeking feedback from all residents and other stakeholders in and around Chippenham and welcome all feedback.

Will there be cycle routes along all road options?

The initial designs for the potential road and potential housing will seek opportunities for cycle paths alongside the road and through the developments themselves.

How was relative carbon cost of non-infrastructure alternatives to a road accounted for in the options sifting?

The relative cost of a non-infrastructure alternative was not explored as part of the preliminary environmental assessment of options as the road is proposed should it be required to unlock and deliver anticipated future housing needs.

How will you ensure pedestrian and cyclist safety along the national cycle network between Chippenham and Calne? This is very well used and where options B and C cross in particular have many families with children and dogs walking and cycling. Bridges or underpasses would definitely be needed! Has Sustrans been involved/informed?

Crossings will be provided where any Public Rights of Way (PRoW) are bisected. Crossing types will be determined following the preferred options selection.

A full detailed review of PRoW will be undertaken following selection of the preferred road option. This will be coordinated with adjacent land development.

Public Rights of Way will be improved where appropriate as part of the development planning applications.

Where the new road bisects an existing PRoW, traffic flows for both the road and PRoW will be assessed and an appropriate diversion or crossing included in the road planning application.

It is likely that either informal or formal (controlled for example traffic signals or zebra) will be appropriate to provide safe crossings of the road; as mentioned above the form and type of these crossings is informed by the transport assessments for the planning applications.

The information above very much informs the process that will take place and following selection of the preferred distributor road route we will be advancing the design of the road and coordinating this with the Masterplan layouts for the adjacent land developments, and liaising with Sustrans. The preliminary design for the planning application for the distributor road will also be subject to an independent road safety audit.

What's the proposal for how the road would cross the Chippenham-Calne cycle path? Will there be a bridge over it?

All 3 options propose crossings at grade with the National Cycleway, meaning a crossing of the road will be included here to facilitate this. The type of crossing implemented will be informed by the transport assessment and forecast flows for traffic permitted to use the road and traffic permitted to use the national cycleway (cyclists, pedestrians, horses).

Have you surveyed the area for bombs? Abbeyfield School had bombs and these obviously had to be removed before construction could go ahead.

As part of the Preliminary Environmental Assessment of Options Report (PEAOR), the likelihood of unexploded ordnance being found on site was scored low following a search with ZeticaUXO.com. At this stage, as the desk study found a low risk of Unexploded Ordnance on site, no further surveys are anticipated to be required.

Can a record of all the questions asked and the answers please be made available?

A record of all questions asked with answers will be sent to all those registering to attend this webinar. This will also be published on our website.

If the intention is to in-fill with housing why is so much attention being given to visual impact to existing housing such as Monkton Park?

As part of the Options Assessment Report a visual impact assessment is completed on the existing environment.

What is proposed for the junction with Stanley Lane?

All junctions with the existing transport network are subject to review by the transport assessment for the road planning application. Layouts for the surrounding residential developments will influence the type of junction and designated use of Stanley Lane, any changes will be subject to planning approval.

Harden's Farm is from 1781, how can you destroy that?

The Preliminary Environmental Assessment of options and Options Assessment Report considers in detail the impact on cultural heritage. These documents can be found here: www.wiltshire.gov.uk/future-chippenham-consultation. Consultation is also being undertaken with statutory consultees, English Heritage.

Considering the 3 proposed routes I would like to know the cost, in cash terms, for each. Does the projected cost of any of them come in below the £75 million HIF grant? Where will the additional cost of the road be funded from?

The potential costs for each of the road route options is detailed in the Options Assessment Report which can be found on the consultation webpage in section 10.10 and are budgets at this stage.

None of the potential budgets come in below the value of the Housing Infrastructure Fund (HIF) grant. The recovery of the HIF grant will ultimately be reinvested back into the scheme to fund any costs above the initial grant.

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Considering the 3 proposed routes I would like to know the cost, in social terms, for each. I am interested in the social cost to Chippenham and the wider community, and how this has been calculated.

The Options Assessment Report assesses each route option in terms of environmental impact, deliverability, transport network impacts and value for money. The environmental impact of each route includes detailed consideration of impact on Population and Health. This report can be found here: www.wiltshire.gov.uk/future-chippenham-consultation.

Considering the 3 proposed routes I would like to know the comparative costs for each in terms of carbon emissions. It is almost 2 years since Wiltshire Council declared a climate emergency and pledged to become carbon neutral by 2030. This proposed road could have a considerable impact on this pledge, so, I would like to know the comparative emissions for each route, including emissions in excavated the ground, emissions for construction, including manufacturing materials and bringing materials to site and any other associated emissions.

The assessment of carbon emissions during construction included in the Preliminary Environmental Options Assessment Report which informed the Options Assessment Report did not include quantification of the carbon emissions of the scheme during construction or operation. The quantification of these emissions during construction and operation of the road will be done as part of the Environmental Impact Assessment process that will inform and Environmental Statement to be submitted as part of the planning application.

However, it was still possible to undertake a comparison-style carbon assessment using the experience gained from numerous other projects, and using key indicators provided by the design team. For example, concrete is an incredibly carbon dense construction material and therefore it is simple to identify the potential better solutions in respect of carbon emissions by looking at this indicator. Similarly, the identification of route lengths is also a key indicator. Whilst the assessment was undertaken in zones, generally speaking Option C was the 'best fit' route from a carbon emissions perspective due to its combination of having the shortest route and also decreased concrete requirements as a result of the shorter southern viaduct.

I would like to ask the same questions for a 4th option of no road at all. What would be its cost in cash, social and carbon emissions.

Without a road it is likely that Wiltshire's housing need would not be met for 2036. If housing need is not met, then it leaves the community open to ad hoc development with less ability to develop a co-ordinated and planned community.

So your offering options before a survey has taken place? Is that allowed?

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Preliminary surveys have taken place and further surveys will follow. We are consulting on three road options and would welcome your feedback and comments either by filing in our consultation survey, found on our consultation webpage www.wiltshire.gov.uk/future-chippenham-consultation or email us at futurechippenham@wiltshire.gov.uk or alternatively send a written response to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.

Will the source data for the options assessment scoring be made publicly available?

Relevant source data for the options assessment scoring can be made available to the public. Please advise if there is a specific set of data required and note that the options assessment will be updated to consider feedback from the public, feedback from other stakeholders including landowners and developers and input from environmental field surveys and flood modelling.

Option C keeps being mentioned as better for less visual impact. Surely option C followed by B would have greater visual impact for existing residents of Chippenham. Is this assessment considering existing residents and impact on them or just considering impact on those living outside Chippenham or travelling through?

There has been understandable interest in views from Chippenham out towards the site. The main receptor groups for views out from Chippenham are at Pewsham and Monkton Park respectively. These receptor groups are considered in the assessment in the options appraisal.

The semi-circular edge of the residential development in Pewsham has a well-defined vegetation screen that largely prevents views across the study area in question although some properties do retain views above this. However, Options B and C still remain visually un-obtrusive due to their location within the existing topography. Option C approaches from the west parallel to Pewsham Way, it is screened by the existing topography by being on the other side of a small hill behind the lane to Middle Lodge Farm. Likewise, Option B is on the other side of this rise and is even lower in the existing topography before both options combine east of Middle Lodge Farm. The scheme may be partially within some views at this location as it bridges the proposed regenerated Wilts and Berks Canal route, but this would be a small section, and is also well-screened by existing field boundaries in the area. After bridging the proposed canal route, the scheme again falls behind existing vegetation cover between the options and Pewsham.

The edge of Monkton Park development is again vegetated along the rear end of the development and along the River Avon corridor, but views across farmland are greater than in Pewsham. Options B and C will be largely shielded from views by following lower lying topography to come partially within views from Monkton Park behind Harden's Farm and

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existing vegetation as the scheme approaches the National Cycle Route. With mitigation in the form of localised landscape screening mounds, and compensatory screening planting in keeping with current field boundary vegetation, the impact of the road is expected to not be significant in views as it would not dominate the existing landscape.

What considerations and mitigations have been considered to protect the vast local wildlife and ancient trees/established hedgerows we have in this area please?

At this early optioneering stage, mitigations to prevent impacts on protected species have largely focused on avoidance measures to avoid locations of likely better habitat and distinguishable features like mature hedgerows. However, the assessment in the Preliminary Environmental Assessment Options Report (PEAOR) assessed the potential impacts of the scheme on protected species and found that generally, the worst impacts from the various options were likely to come from segregation of existing commuting routes used by protected species to navigate their way across the field network. With this identified, mitigation in the Environmental Statement will largely be focused around maintaining and improving existing field margins across the site and ensuring connectivity either side of the road is possible for these protected species. Habitat creation through integration with the Sustainable Urban Drainage System and landscape planting will also be used to further provide opportunities for biodiversity to flourish.

Shouldn't next steps include alignment with Core Strategy review as the need may not be demonstrated through that exercise?

The Local Plan Review is a parallel exercise and subject to a separate consultation. The Masterplan for the Future Chippenham development will consider alignment with the Local Plan Review and as a developer Future Chippenham will provide comments on this separate consultation where we feel this is appropriate.

Proposals for the Future Chippenham development will be consulted on later in 2021 and will use the preferred road route as part of the input data to inform the Masterplan.

Will these assessments be better advertised better than the other consultations with a better time frame?

The Stakeholder and Community Engagement Strategy for the Future Chippenham programme was published at October 2020 Cabinet. The programme team will continue to provide details of the forward plan of events in advance wherever possible on its webpage.

It seems like you have already made up your minds. Is there an option for no road at all?

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The consultation form does enable people to object to the road. Question 5 seeks your views on what you consider are the important issues relating to the proposed distributor road route options. Question 6 has a free text box to allow you to go into more details. So, you can answer questions 5 stating your objection in the 'other' box and in question 6 set out fully your objection and reasons if you wish. You can also choose whether you wish to complete the road route options part of the form before submitting your response.

Alternatively, you can object in principle by either e-mailing futurechippenham@wiltshire.gov.uk or sending a written response to the Future Chippenham team, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.

We would encourage you to use any of the above means to submit your feedback to us.

The council is acting as landowner, strategic planner and scheme promoter. How is it demonstrating that conflicts of interest are being appropriately managed?

The Future Chippenham Programme team encompass the role of landowner and promoter and this is completely separate from the Local Planning Authority role. The governance of the programme is robust and ensures that no conflicts of interest occur.

Is there something I am missing? A good road study, planned for 2022/23, but no application for the road or the housing? Tell me I am wrong?

The planning application for the road and associated Masterplan will be submitted in Winter 2021. This consultation is to gain feedback to inform the road route that will be selected to form that planning application.

How do you analysis the feedback, how do we know what to aim for?

This question is unclear. However for clarity, all responses received via the consultation survey or in writing to the Future Chippenham team will be considered to inform the road route option selection. Feedback is being sought from all stakeholders, residents, landowners and commercial businesses.

How can you offset carbon emissions when you will destroy important habitat and biodiversity in the building of this road?

At this stage no quantified assessment of carbon emissions has been undertaken. An assessment comparing the options in respect of their potential carbon emissions has been undertaken for the Preliminary Environmental Options Assessment Report (PEOAR). When a preferred route has been announced and the scheme progresses towards a planning application, quantification of carbon emissions from the scheme will be undertaken as part

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of the Environmental Impact Assessment (EIA) to be undertaken to support this planning application.

This is a really clear presentation thank you. Why are we not following route C from start to finish and why can it not be 2 lanes with an optional 3rd (overtaking lane)?

All feedback received as part of this consultation will be considered in deciding on the preferred route. We would encourage you to feedback on the consultation form or in writing by email or letter to the address on the webpage www.wiltshire.gov.uk/future-chippenham-consultation.

Chippenham lacks an east-west distributor road. It already has a north-south route in the A350. Why is the Eastern link road needed for improving traffic flow and congestion?

The potential road provides a link to the existing A350 to the North and South of Chippenham. The road options being consulted upon all lie to the east because that is where the Future Chippenham development areas are located.

In working out the carbon budget has the impact of digging the ground and carbon stored being released been calculated and if not, why not?

The scheme has not undertaken any quantitative assessment of carbon emissions from the construction of the scheme at this point in time due to the early optioneering design stage where we are consulting on this scheme. At this optioneering design stage, there is typically not enough robust information regarding material quantities and types to allow an accurate carbon cost of the scheme to be made, so a comparative assessment between the different options is the most appropriate and proportionate method. When a preferred option has been selected, carbon reduction will be a key factor of ongoing design development to ensure construction carbon costs are as minimal as possible, as well as designing infrastructure itself to be operationally efficient. The greenhouse gas emissions from construction and operation of the highway will be presented in the Environmental Statement that will accompany the planning application.

Wiltshire Council is consulting about this because of an ageing population leading to 7500 homes. All of this way in the days before COVID. Should the whole consultation not be rethought in light of the new world we live in?

COVID implications will continue to be reviewed throughout the lifecycle of the programme. However, the need for housing is unlikely to significantly change.

Off-setting carbon is being increasing viewed as a bit of a cop out. Should Wiltshire simply not be increasing any carbon to meet its climate emergency commitments?

Any development including Future Chippenham will need to be policy compliant.

Have any of the 'experts' actually visited the area?

We can confirm that members of the Future Chippenham team and its design team have visited the proposed site.

Why build to the South and East, so prone to floods, and complicated by the canal, when the North and West don't have these issues? Where is the evidence for Chippenham needing 7500 houses?

These questions are best placed to be answered by the council's Spatial Planning team. Please email spatialplanningpolicy@wiltshire.gov.uk

I thought the road was meant to open up Monkton Park. Can you outline how the road will allow further road networks in and out of Monkton?

The access road connecting from the eastern distributor road to Monkton Park is part of a separate planning application for the Rawlings Green development site and is delivered by other developers. Further details for this are available on Wiltshire Council's planning portal.

How does thinking regressively and building a huge new road (plus associated houses) on green land, destroying carbon sinks and emitting huge amounts of carbon during construction, align with Wiltshire Council's work to become carbon neutral by 2030?

As mentioned above, the council has set an ambitious target of becoming a carbon neutral county by 2030. To achieve carbon neutrality the council will, amongst other things, need to account for carbon in its development plans. The council will also look at ways of delivering new developments with reduced carbon emissions and will investigate offsetting any residual carbon emissions, so that the net input into the atmosphere is as close to zero carbon emissions as possible.

A programme such as Future Chippenham will need to demonstrate its commitment to policies in the Local Plan and how they will be met in any of the planning applications it makes.

What speed limit be on the road?

The speed of the road will be defined as part of the ultimate highway development. It is envisaged it will be low speed.

Is there any compulsory purchase required for and part of this scheme?

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Compulsory Purchase Orders will be considered at the appropriate time in the programme and will be only be implemented as a last resort.

**Public webinar on 20 February 2021
Questions and answers**

What is the purpose of the distributor road and its high-level design?

The road's primary function is for local transport connectivity and distribution and this is to enable residential and employment development. It is not a strategic road or a bypass. The road is a single carriageway and includes transport infrastructure for cyclists, pedestrians, buses and cars. The road can be described as a primary street running through the future development.

What is the speed of the road?

The road will be low speed. It's likely at this stage to be 30 miles an hour through the development, but this will be subject to agreement with Wiltshire Council highways and it will also be subject to a Road Traffic Order as part of a separate decision-making process.

Does housing front onto the road?

It's intended that houses will front onto the road corridor with pedestrian access directly from the primary street. At this stage we are considering that motor vehicles will access to rear parking courtyards, although there may be some limited direct access onto the road for shops and retail.

What structures are included in the scheme?

There are two large structures over the River Avon flood zones to the north of the scheme. The bridge over the River Avon is 258 metres long and that is common to all distributor road options. To the south of Chippenham, the lengths of bridge viaducts vary depending on the distributor road options; so Option A has a 468 metre long viaduct, Option B has a 444 metre long viaduct and Option C, which is the inner route, has a 336 metre long viaduct.

In addition to those structures there are bridges over the Wilts and Berks Canal, which are much shorter at 30 metres in length. Option A has two bridges, one at Pewsham Locks which is close to the restoration so it would need to be very carefully designed and it has another bridge just north of the A4 at Green Lane Farm. The inner and middle routes have the same bridge location near Pewsham Way and close to the Pewsham Locks restoration and could potentially provide access to future development at that location. The final bridge is dependent on the Pewsham link option that is taken forward; Pewsham link option one has a bridge that is currently 80 metres long bridging the valley at Avon Valley Walk to connect to canal roundabout, the other Pewsham link road option doesn't require a bridge.

Are you intending to build the whole road at the same time would not it be better to build it in stages as the houses are built over a period of years?

The current thinking is that the road would be delivered as a single project, which will allow for efficiencies of scale. There may be elements of the road that would open slightly in advance of other elements of the road, but certainly it won't be more than maybe a few months apart.

The programme for delivery is really being driven by the funding availability which is coming through the Housing Infrastructure Fund (HIF).

What will happen at the points where the public rights of way intersects with the distributor road?

There are several Public Rights of Way (PRoW) that will be intersecting with the route. Accessibility is a key issue for the design; we want to develop that permeability and that connectivity. Our current thoughts are that we will be trying and aiming for at grade crossings to allow people to pass across the new route as easily as possible. We are not really anticipating subways or footbridges at this stage. The final types of crossings will be informed by the transport assessment for the scheme at planning stage and these will be reviewed by an independent Road Safety Audit.

What examples might there be of similar roads that we can see elsewhere that give us some sense of what this might look like?

We have presented a number of cross sections in previous webinars which give a good indication as to the elements of the carriageway and the surrounding infrastructure.

One of the better examples you could visit is not actually in Wiltshire; there is a location at Lobley's Drive in Brockworth in Gloucester which is the section that is east of the M5 and that is quite similar. There are parts of Upton Meadows in Northampton that are also similar.

An example within Wiltshire would be Eastern Way in Melksham as the road size and the scale of the infrastructure there is in line with what we are envisaging, the separated footways and cycleways. Eastern Way though does not have the tree lining, the landscape planting and it obviously doesn't have the buildings fronting onto it.

What influence do individual stakeholders have on the route selected, for instance is there more weight from one to another?

We are interested to hear the views of everyone, and we will take all views into account. If you think about engineering design, there are particular disciplines that we need to think

about and certain stakeholders have particular influence in those particular disciplines. The Environment Agency might be an example, their discipline clearly is the rivers, the floodplains and how we deal with the question of water and drainage on this scheme, so their views in that discipline area will be key. The views of major stakeholders with key areas of involvement such as the Environment Agency will have key influence in their particular discipline area.

Clearly the views of the public, the views of local people and local knowledge is of importance to us and we want to hear those local views.

We are interested to hear the views of all and will take all views into account.

What is the evidence base used for the scheme?

The Wiltshire strategic traffic model has been used and includes future forecast years for 2024, which could be an opening year, 2036 which is the Local Plan year and 2051 for future forecast year. The base count data that was available in this and also informed the Housing Infrastructure Fund (HIF) bid was taken during 2018 which was obviously pre COVID-19. The influence of COVID-19 will certainly be considered as part of the transport assessment for the planning application. At the moment it's a very difficult thing to predict but it will be something that is included in the process. The modelling for the options assessment builds on previous evidence from the Chippenham Site Allocations Plan which was for the previous Local Plan up to 2026 and also builds on evidence that was undertaken as part of the HIF application, so these two documents support the selection of the eastern distributor road as the most appropriate option to enable the housing growth.

What are the current findings?

The Options Assessment Report for the road the modelling focuses on comparing the traffic impacts of each route option. In terms of current findings, the results are quite similar for each option as there's minimal difference in traffic modelling terms although Option C, which is the inner route, does perform better than the other two in terms of reducing traffic in the town and reducing pressure on existing junctions.

What is the process and how is this linked to designing a new road?

Transport modelling and the associated forecast flows inform the route types and widths for all modes of transport and that's including cycles, pedestrians and motor vehicles. It also informs the new road junction types and scale and it will also inform amendments to existing roads and junctions and requirements to mitigate the impact of future housing and employment developments. All of the transport modelling will be summarised in a transport assessment as part of the planning application.

Does your traffic modelling allow for the expansion of other areas of Chippenham or just the development that you want to promote?

The traffic modelling undertaken to date reviews the housing development to the east of Chippenham. This was initially undertaken to inform the Housing Infrastructure Fund (HIF) bid.

Future Chippenham will seek to promote development on Wiltshire Council land to the east of Chippenham. All landowners and developers will be responding to the Local Plan Review process and where their land is allocated this will provide a good basis for progression of a planning application.

It is logical that improvements to the transport network will provide greater opportunities for other areas to be developed and indeed there are a variety of landowners located along the eastern distributor road route and potentially other areas in the town that may also benefit.

The traffic model and the transport modelling does include for other developments that are in the pipeline so we're not just looking at the existing situation and then Future Chippenham, we are looking at it more globally.

What is the model coverage and which roads are included, for example is the modelling including the A4 to Calne A342 Derry Hill and the various country lanes in the area?

The model used is the strategic model for Wiltshire; it's an area-wide model so it has all of these roads within it.

The model has been cordoned to initially assess the impact on the main routes through the town centre. So, a lot of the output data that you'll see in the summary and the Options Assessment Report does focus on unlocking that congestion in the town centre as an enabler for housing growth. The model will assess the impact on the wider transport network and appropriate mitigation will be included as part of the planning application; unclassified roads will also be considered where affected.

What do the results show, or what are you anticipating in terms of traffic increases?

The model includes a number of assessment categories and shows significant in over capacity queues and delay when compared to a no road scenario. This model summary is presented in section 10.8 of the Options Assessment Report.

Will the intersecting Public Rights of Ways such as the national cycle route be resurfaced as part of the scheme?

We're not anticipating wholesale changes to the existing Public Rights of Way infrastructure.

The needs of and provision for walking and cycling will be considered as an integral part of the design development. There may be opportunities to provide some local resurfacing, perhaps vegetation clearance or maybe some street lighting upgrades but it's going to be relatively local to the new route and the national cycle routes will be considered as part of this process.

Will the whole road open at the same time and if not, could the existing road network end up as rat runs?

The intent is that the construction of the road will be a single project and broadly speaking it will all open within a short period of time.

There could be some local routing that develops as elements come forward and one consideration that we will need to have as we go into the construction phase, which obviously is sometime into the future, will be construction traffic. How we deal with that, how we route that, how we access the site are all questions which will need to be considered as we develop the transport assessment for planning; the planning conditions will help to mitigate this concern.

Why have you proposed a southern link road between the A4 and A350?

The distributor road, between the A4 and A350 south, provides a number of benefits including mitigating transport congestion from the town centre by providing an alternative route to access the A350 to the south of Chippenham; this would predominately be used by residential areas to the south of Chippenham and also from traffic using the A4.

How has the impact of the road route options on biodiversity been assessed?

The biodiversity assessment for the options appraisal process has been informed by a Phase 1 habitat survey undertaken on site which basically identifies what types of habitat are on site and what protective species are likely to be on site. That's been combined with a review of the environment records so that gives us details of what previous species have been found on site and where they've been located.

The Phase 1 habitat survey found that generally speaking the biodiversity of the majority of site is actually relatively poor because its land type is semi-improved grassland or arable land which does not encourage high biodiversity. This has been supported by the findings of the species specific surveys we've undertaken to date. There are some pockets of better habitat across the site located around the River Avon, the River Marden and also along the minor water course Cocklemore Brook. Small patches of woodland, some ponds and the

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hedgerows on the site are also relatively species poor and lacking woody vegetation, but at the same time they are an important asset for protected species we do have on site to commute and get to these areas of better habitat and obviously they're also used for foraging and occasional sheltering.

How will the scheme ensure local biodiversity is not ruined?

The main impact in the scheme on biodiversity is likely to come from cutting across these hedgerows and varying the landscape we are moving through. However, these effects should be mitigatable through careful design and vegetation planting as the scheme progresses. We can strengthen existing hedgerows and other solutions for connectivity such as wildlife tunnels or green bridges to cross the roads as required. More detailed assessment based off surveys undertaken for specific species will be undertaken to inform the design and the environmental impact assessment for the planning application so essentially more information will come forward.

How will landscape and local views from property be affected?

The first two webinars largely focused on Option A in the sense of there was potential significant effects identified for views from south and east of that option which weren't felt under Options B and C because there weren't any significant impacts on landscape associated with those options. Obviously, there is a lot of interest from people, particularly from Monkton Park and Pewsham, about what the visual effect of the scheme will be.

Pewsham and Monkton Park both have quite dense vegetation strips around the outside of the development towards our site which does give us a natural screen to work into. The existing topography Options B and C run behind existing landform, they allow it to be naturally screened and when there would be an occasional bit where you would potentially be in views it's within the landscape character where vegetation screening and small landscape bunds will be appropriate to help screen the road, so these effects were seen as non-significant.

What are the quantified carbon costs of the proposals?

At this stage, the project has not quantified the carbon cost of the scheme, with the assessment for options appraisal being a comparative assessment which has been based off experience of carbon emissions from construction of these schemes and looking at the usual key indicators such as scheme length and requirement for structures. The reason this approach was taken forward is that we are at such an early design stage that there is not enough robust quantifiable data about the scheme design to allow an accurate quantified assessment of construction carbon to be made. When a preferred option has been selected, the scheme design will progress to allow a planning application to be made. As part of this design process, opportunities for carbon reduction will be explored and there will

be a quantified assessment of construction carbon provided as part of the environmental impact assessment for the scheme submitted alongside the planning application.

Won't this development increase the flooding downstream?

The development of the road scheme and housing development will not cause additional flooding of homes or property either within existing settlements or within the new development.

As visible on the cross-sections shown during the presentations, the road and housing development is planned on being drained using a sustainable urban drainage system. This will ensure that all additional water run-off from the increase in hardstanding in the area as a result of the new highway will be collected using swales and discharged into settlement ponds. These ponds will be allowed to fill up during periods of heavy rainfall and discharged into local watercourses and rivers at rates agreed with the Local Lead Flood Authority and the Environment Agency. These discharge rates will ensure that the schemes will not lead to a much faster discharge of water into local rivers which causes river 'storm flow' which then lead to flooding therefore, the scheme will not cause additional flooding on land downstream.

The road or the housing development will not involve construction of houses within the existing floodplain. The housing will be, as evidenced by the Local Plan Review consultation, located outside of the existing floodplains of the River Marden and River Avon as well as tributary watercourses such as Cocklemore Brook.

As part of the planning process for both the highway and the housing developments, the schemes will be required to produce a flood risk assessment (FRA) of the scheme. This FRA will include modelling of the development under various different storm scenarios adapted for climate change, to ensure that the scheme does not produce a worse effect on flooding than would occur if the development did not take place.

How will the natural habitats be managed during the construction phase?

The ongoing specific species surveys will tell us what species there are on site, their commuting routes and the size of populations. This information will be used when assessing the impact of the scheme upon these species and will drive the mitigation necessary to protect these species and natural habitats during construction.

Depending on the findings of the surveys, protected species licenses may be required to undertake the works, and these will need to be granted prior to the start of construction. These protected species licenses will only be granted if certain activities to demonstrate how the site will be managed are brought forward. This may include the confirmation works can be undertaken under a precautionary method of working, or whether trapping and translocation of species is required.

This type of information as well as other environmental controls, are normally included within a Construction Environmental Management Plan (CEMP) which will detail the measures by which the site must be managed to protect the environment. A CEMP will be produced at the planning application stage for approval by the local planning authority, before then being further refined by the contractor for the works.

We have otters in the river what's going to happen to them and their habitat?

Specific species surveys on the site are ongoing. The impact on protected species, such as otter, will be assessed in detail in the environmental impact assessment (EIA) for the planning application and appropriate mitigation will then be put in place. In the specific case of otters, their habitats on the River Avon and Marden should be largely undisturbed.

The design of the bridges over the River Avon will be clear span of the watercourse and banks, so as to avoid any permanent impact on otter and water vole commuting along the river corridor. There is potential for construction impacts on these species, but as noted above, suitable mitigation will be put in place through the EIA process, and if necessary, protected species licenses will be applied for which will stipulate further mitigation measures.

How are you going to manage the carbon footprint of this development?

The carbon footprint in the design of the scheme is generally reduced using the following principles: avoid, reduce, remediate and compensate.

An example of an avoidance measure on this scheme would be the use of flood modelling to understand the total length of viaducts required. Concrete is a very carbon dense material, and reducing the amount of concrete required to bring the scheme forward will reduce the overall carbon footprint of the scheme. Flood modelling is ongoing to understand what the shortest length of viaduct is to maintain the same level of flood prevention, as this would allow us to avoid using as much concrete, and therefore reducing our carbon footprint. Similarly, choosing a shorter route option, would avoid the use of as much tarmac and type 1 material in road construction, which would again save both transport costs in delivery as well as the carbon costs of its production.

An example of a reduce mitigation is the use of alternative lower carbon materials for the job. The use of recycled materials or low carbon alternatives will be examined to see if they can be utilised on the scheme and check that they are appropriate across a 'whole lifecycle basis'.

In respect of remediation/compensation, an example of this would be to maximise vegetation cover to provide carbon sequestration, with special thought given to species ability to sequester carbon and the management of this; the use of grasses may be less appropriate if it needs to be mowed for example.

Further savings can be made during the scheme implementation phase, with requirements set on the contractor to use low carbon practices such as car-pooling for work and using batteries and electric plant and machinery on-site instead of more typical diesel versions.

Carbon footprint during operation will be managed by ensuring a thought-out development which encourages the use of active travel and public transport as low carbon transport modes to reduce vehicle emissions. This will be supplemented by good original road design to maintain consistent traffic flow to avoid stop/start travel which typically is less efficient for vehicles.

What is master planning?

The questions of if this development should proceed, if we should build on the east of Chippenham are for the Local Plan, the policy document for Wiltshire. The process of master planning will be about asking if it does go ahead what form should that development take, how can the area be best developed to produce the best place and the best benefits for the community. In very simple terms a masterplan describes and also maps out an overall development concept for an aerial site. It will include all future land uses, it will include the urban design, what the place will look and feel like, the landscaping, the built form, the essential infrastructure and the services needed to provide services to the future residents. Master planning is based on a really in-depth understanding of a place, it provides a clear and consistent framework for the development of a particular site. It is important that a large site particularly is master planned to ensure the development on the ground provides a more sustainable and effective development for that particular place. Master planning should be produced objectively based on firm evidence such as the constraints that operate on the site and the on-ground assessments such as ecology, water, landscape, topology for instance these things all together dictate the layout and capacity of the site. It is likely that a masterplan for the site could meet Chippenham's housing needs, employment needs well into the future and provide some good certainty about how the town will develop probably beyond the Local Plan period currently being reviewed.

When will the masterplan be drafted?

A masterplan showing the distribution of land uses, the connectivity, the design concepts and essential infrastructure will be drafted this spring by the Future Chippenham team.

When will the full public consultation on the masterplan take place?

There will be full public consultation on the Future Chippenham Masterplan which is currently planned for the summer 2021.

How will feedback be responded to?

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All representations that we receive will be included in a written report which will be published on the council's website. All comments we will show how they've influenced the revisions to the masterplan, it will be a meaningful consultation process.

Will there be a planning application and if so, when?

It is envisaged that a planning application will be submitted winter 2021/22.

How does the rest of the town in particular the town centre benefit from this development?

This consultation is about possible road route options. The consultation leaflet on our consultation webpage www.wiltshire.gov.uk/future-chippenham-consultation contains the strategic objectives of delivering the distributor road. More information can also be found in the Housing Infrastructure Fund bid which is available at www.wiltshire.gov.uk/future-chippenham

Will there be allocation of space for self builds?

It is a great suggestion, and yes, we can certainly take that forward as a requirement of the masterplan.

Will you be considering heating networks and how we manage things like waste?

Yes. The masterplan will look at opportunities to deliver the clean energy where that is practicable and viable.

In accordance with adopted policy the masterplan will make it clear that any planning applications will need to be accompanied by a full waste audit detailing the sustainable management of waste.

What is meant by blue and green infrastructure?

This refers to water and natural environment. One of the benefits of master planning is we can plan to ensure that water features and landscaping form a central part of the future development area providing important ecological, recreational and aesthetic contributions to place making.

Can anything realistically be built in zone four especially with the Bremhill Neighbourhood Plan?

A masterplan for an area explores all of an area and sets out where development is and isn't acceptable. These decisions are made considering constraints, evidence from

assessments, consultations and analysis of existing plans and strategies. The content of Neighbourhood Plans will be a material consideration in this process.

Please can the council share its housing infrastructure plan which determines what type of housing for instance number of bedrooms and in what quantities are required to meet the current demand of housing in and around the town?

This evidence is produced in a document known as a Strategic Housing Needs Assessment. Every council by law has to carry out a Strategic Housing Assessment, Land Availability Assessment and also Housing Needs Assessment which shows the demand in the area for the type of dwellings the size of dwellings number of bedrooms for example. It is available to view on the planning policy pages of the Wiltshire Council website and it will set out exactly what the quantified and evidence need is for this area.

How people who don't have such easy access to the internet to keep up with this consultation?

Our approach for consultation was agreed by the council's cabinet last year. At the beginning of this presentation, we made it clear that we do have the ability to provide hard copies of consultation materials to those who do not have access digitally and paper copies can be requested from Customer Services on 0300 456 0100 or collected from the reception desk at the council's Monkton Park office. In addition, we have engaged with local Town and Parish Councils and they have made information available.

As the A350 is already built and sites have been identified why cannot they be developed without the huge cost of the distributor road?

The potential road provides a link to the existing A350 to the north and south of Chippenham. The road options being consulted upon all lie to the east because that is where the Future Chippenham development areas are located.

The distributor road will direct traffic to the A350 at Lackham and will merely exacerbate the long queues trying to get to Melksham. Has this been considered? Some traffic will use the A3102 causing havoc in Sandy Lane and Derry Hill plus adding to the congestion already in the approach to Melksham from that direction. Has that been considered?

Please refer to section 10.8 of the Options Assessment Report for further information on the modelling of the route options.

The strategic model for Wiltshire is built with numerous data sources, including Automatic Number Plate Recognition (ANPR) data. This ANPR data, in conjunction with other data

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sources such as Census 2011, is used to derive the distribution of traffic flows on the network.

Further detail will be provided within the Transport Assessment which will be prepared in line with appropriate local and national guidelines and submitted through the development planning application process.

If the road is built it will not ease the traffic in the Centre of Chippenham. How will people get to railway and bus stations, town centre shops (few that are left), Bumpers Farm, Hathaway Park, Chippenham Hospital, Hathaway Health Centre, Sheldon and Hardenuish Schools, Rowden Surgery, Olympiad and Council Offices at Monkton Park (Police Office), petrol stations in Bath Road area and Bath Road outlets?

Any planning application made will be considered and tested by Wiltshire Council as Local Planning Authority in exactly the same way as those from other interested parties. Any mitigations required form part of this process.

It is clear from the comments on your YouTube presentations (none in favour) that the residents of Chippenham clearly are all against this destructive scheme. Will Wiltshire Council please take this onboard and not waste anymore public money?

The Future Chippenham team will be taking onboard all the feedback received as part of this consultation and we encourage everyone to make representation into the scheme as well as to the Local Plan Review process.

What considerations and mitigations are in place to protect wildlife and ancient trees/hedgerows please? Thank you

At this stage, the main mitigations have focused upon avoidance mitigation to avoid areas of better habitat that we have currently identified.

We are in the process of identifying further ecological assets, such as veteran trees and important hedgerows through the undertaking of our species specific surveys, and an arboricultural survey to be undertaken in the coming months.

Likely mitigation that we have already identified will be required will be the improvements of existing hedgerows across site to provide greater connectivity between the better areas of habitats. This connectivity impact will be further mitigated through the use of other solutions, such as wildlife tunnels and green bridges, although the requirement for these structures is still to be defined as species specific surveys continue and when detailed design begins to commence.

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Beyond this, we also aim to produce new habitat through the scheme which will integrate with other key design features such as the drainage design.

Why weren't the residents of Chippenham consulted prior to all the money being spent on the road bid? Just because they didn't have to doesn't make it right.

The council does not as a matter of course consult on seeking funding from government.

Why is the distributor road not considered as a bypass?

The function of the proposed low speed road to the east of Chippenham is for local transport connectivity and distribution, to enable residential and employment development, it is not a strategic road or bypass.

What is there to stop motorists from using the road as an east west, north south bypass to Chippenham town?

Any planning application made will be considered and tested by Wiltshire Council as Local Planning Authority in exactly the same way as those from other interested parties. Any mitigations required form part of this process.

How close to the Wilts and Berks Canal will the housing development be?

The location and proximity of any housing or employment land to the Wilts and Berks Canal will be determined through the master planning process and then subsequently individual planning applications. We acknowledge the setting and heritage of the canal and the importance of its ecological and recreational value. It is a key consideration in our place shaping and we are working with members of the Wilts and Berk Canal Trust as we would want to make it an attractive part of any development going forward. The master planning will be consulted on in due course later this summer.

Will we receive a written copy of the questions answered on the webinar as we are being given a lot of good information but it's not on the slides?

A recording of this webinar is available on the council's YouTube channel and can be accessed via www.wiltshire.gov.uk/future-chippenham-consultation

A copy of all questions asked at this webinar and the responses will be sent to everyone who registered to attend this event, and a copy will also be published on the above webpage.

It's not clear if there is real need for the additional housing in Chippenham and therefore the road. Or is this a case that Wiltshire Council need to distribute their

housing requirement and thus building a road will permit this to happen even if Chippenham does not actually require it?

Housing need is assessed as part of the Local Plan process. This evidence is produced in a document known as a Strategic Housing Needs Assessment and is carried out regularly by the council as Local Planning Authority. It is available to view on the planning policy pages of the Wiltshire Council website.

It does identify the need for significant new housing over the next 25 years. The driver for new housing include factors such as increased life expectancy, people occupying homes in smaller family units and affordability/access to the market.

You've mentioned the length of the bridges. How high are they likely to be?

We will be seeking to follow the natural topography of the land and keep the scale in terms of the height and the visual impact as low as we can; so fairly low level in terms of height impact.

The concept designs that we have undertaken so far consider the flood zone three and so it is the 1 in 100 year flooding plus climate change for the river and then add extra on to that, which is called freeboard, so when the river is at the highest level for the 100 year event effectively driftwood and trees that float down do not conflict with the underside of the bridge. There is actually a design standard that you would apply but that is the minimum level you would set it up, but it has to clear the flood zone. It does sit lower in the landscape and as low as we can as long as we clear that particular flood zone.

What plans are there relating to the sequencing of infrastructure and housing development? We're currently experiencing the significant issues of housing coming before necessary roads etc at Birds Marsh and would want to ensure that this sequencing isn't repeated.

Should the Local Plan Review confirm housing to be delivered in this area, then it will be subject to an overarching masterplan which will show the distribution of land uses. This will be accompanied by an Infrastructure Delivery Plan to ensure all essential infrastructure (roads, drainage, power, schools, services for example) are in place at the right time to serve the new residents. This will be part of a subsequent consultation later this year.

Where is the example of a town which has had its cycle path ruined when we are all enjoying the outside areas more, a cycle path through a housing estate with only a courtyard between it? Currently we have a 7 mile cycle route through valuable farmland. It's against the Government's 10 point climate plan to destroy it.

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Cycle route networks will be designed as part of the master planning process, we would be seeking to enhance this infrastructure and improve connectivity.

The routes are likely to utilise existing Public Rights of Way, and we will certainly be considering recreational routes and commuting routes, including links to the canal, the national cycle network and new crossings of the River Avon.

The cycle networks won't be just alongside the road.

How can we go to Melksham from Chippenham to look at the road when it is against lockdown rules or are you authorising this?

We are not endorsing any breach of the lockdown rules. However, Google maps provide good street views of Eastern Way in Melksham:

https://www.google.com/maps/@51.3716226,-2.1138005,3a,75y,16.83h,90t/data=!3m7!1e1!3m5!1sYmLnUccQlxSdSHJUm-aLjw!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3DYmLnUccQlxSdSHJUm-aLjw%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D10.695478%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192

Great to ease congestion in the town centre but will diverting people away from it result in the end of the town centre and Chippenham High Street?

The master planning process is also critical to this. It will be planned to improve access and choice of travel modes to the town centre. It will increase the critical mass of people using the town centre and will, if planned properly, boost its viability and vitality.

Does any of this thinking take into account changing behaviours as a result of climate change, efforts to get to zero carbon and / or the COVID pandemic?

Yes, it does. Carbon reduction is a key part of the design progress going forward both for the road and also for the potential housing. We've previously mentioned opportunities and potential methods for the road around avoidance reduce compensate but obviously master planning has similar opportunities in respect of planning for people to use more electric cars and planning for the fact that more people can use active transport to get into the centres to get into the train station and maintaining good public transport access. It's all those sorts of things that's the real key of this the whole design to come forward; it's all going to be future proofed towards where both Wiltshire Council and nationally we're trying to aim to achieve the net zero target.

Last time we were told the environmental review was a desktop exercise and now we are being told it is a proper review, which is correct? Can I have a copy of the wildlife report as I have photographic evidence against what is being said?

Desk based and onsite assessments of the opportunities and constraints have been carried out, including assessments of ecological, flooding and heritage constraints. These surveys will inform a more detailed assessment of impact of the scheme which will be produced within an environmental statement to be submitted alongside the planning application.

The Wilts & Berks Canal is a haven for a diverse range of wildlife including an array of bird life, bats, deer, foxes for example. How will this road / housing development impact on this and what mitigations are in place to prevent adverse impacts?

The assessment in Preliminary environmental assessment of options report (PEAOR) was undertaken based on an extended Phase 1 habitat survey, review of survey data collected for over-wintering birds, and preliminary bat assessments of trees and buildings on the site undertaken in winter 2019/2020. This was supplemented by the Environment Record data held by Wiltshire Council which gave us information regarding previous protected species found on the site.

The review of this data found that, as a 'baseline' environment, the site area is generally of quite poor ecological value as it generally passed through agricultural fields which are recorded as 'semi-improved grassland or arable land'. Whilst this habitat has some benefits, it is generally species poor and is considered sub-optimal for many species as the fields are managed to drive agricultural output rather than increase biodiversity. As a result, the effect of the scheme passing through the centre of these fields is from a biodiversity standpoint, relatively low impact.

There are pockets of better habitats located at various locations within the general scheme area focused around watercourses, ponds and small areas of woodland, but the scheme options generally avoid these. Where better biodiversity is expected within direct impact from the scheme is at field margins along hedgerows, as these are utilised by species to travel between these pockets of better habitat, as well as being used for sheltering and foraging. The field margins within the survey area are of mixed quality, but a fair extent of them are narrow, species poor and lacking in woody vegetation that would provide better foraging, sheltering and commuting abilities for protected species.

The road will need to intersect field margins and this does have the potential to cause impacts on local biodiversity when un-mitigated as it may segregate species from the pockets of better habitat mentioned above as well as the loss of the hedgerow itself as a commuting, sheltering and foraging resource.

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However, we know at an early design stage that this is a potential impact of the scheme on protected species and this allows us time to design suitable mitigation to prevent significant impacts wherever possible and aim for the scheme to actually achieve Biodiversity Net Gain. In this respect, there is benefit that the future housing development of the site will be designed alongside the road development as it will allow for a more joined-up approach in providing long-term biodiversity benefits. This will allow for more opportunities for the designs of the highway and housing to integrate and provide a better result for biodiversity. For example, the Sustainable Urban Drainage (SUDS) systems that will be used to drain the highway and the development land can be combined to provide large new wetland habitat features within the scheme area. The housing can then be designed to include dense hedgerow features along existing alignments to connect in with these new habitat features which will allow existing species commuting corridors to be maintained and improved, whilst also providing better habitats than what is currently available to them. The suitability of methods to support habitat connectivity across the road such as green bridges and wildlife tunnels will also be investigated as part of design progression to minimise impacts. These features being integrated as part of highway and housing design will clearly have additional benefits, such as providing locations for walkers, acting as visual screening of the housing and improving the visual amenity of the area, as well as their function as supporting drainage of the development to prevent flooding both within the immediate area and downstream.

The requirement and design of these features will be informed by additional information about current species populations across the site. Species specific surveys have been undertaken throughout 2020 and are ongoing across the scheme area to inform this. These surveys will also inform a more detailed assessment of impact of the scheme which will be produced within an environmental statement to be submitted alongside the planning application.

Why do you state that the building of the road will reduce congestion in the town centre of Chippenham, when your other colleagues have stated that the road is not being constructed as a bypass, but is being built to support future housing development?

By building the road it will have benefits for the town centre traffic. The transport modelling conducted for the Housing Infrastructure Fund (HIF) bid demonstrated that, as well as serving the Future Chippenham new housing build, a distributor road would deliver benefits to the Chippenham transport network by providing an alternative route for existing and future users, including those travelling from the east or west of Chippenham, who currently have to travel through the town centre. Such data was scrutinised by the Department for Transport (DfT) and Highways England as part of the bid process and accepted as valid. It was based on the DfT's Transport Appraisal Guidance (TAG) on highway scheme appraisal and modelled through the Wiltshire Base SATURN model itself calibrated against the DfT's TAG guidance.

How can it be a proper consultation if we are judged on strength of replies and evidence when we are not experts?

We are seeking your opinion as residents/users of the area who are likely to be familiar with where you live and can advise on your view of where the best route for the road may lie.

When will we see this webinar on the council YouTube site? I cannot see the previous one from 15 February 2021 yet?

Recordings of both webinars are available on the council's YouTube channel and can be accessed via www.wiltshire.gov.uk/future-chippenham

How many people are attending this webinar?

41 people attended this webinar.

How do you put more value on the canal area than the farm and cycle route area?

We are unclear about the meaning of this question and require further clarification / information in order to be able to provide a response.

Why build a new road to support more housing, when the land to the west of the A350 could support the housing, without the need to build a road and destroy the habitat of the Marden Valley?

Future Chippenham development area lies in that vicinity and the road that we are consulting on is to serve those developments.

Are you not putting the cart before the horse, by building the road before you have decided if there is a need for more housing in the area?

The need for a road to support housing development has been identified within the Local Plan. Any road will need to receive planning permission before it can be built.

What consultation has been done with the Wilts & Berks Canal Trust with respect to the road and the housing development?

Wilts & Berks Canal Trust are one of our stakeholders and have been contacted as part of the consultation.

Why have you proposed a Southern link road between the A4 and A350 South when there is no reason whatsoever to spoil the landscape, apart from the council's need to develop council owned farms?

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The distributor road, between the A4 and A350 south, provides a number of benefits including mitigating transport congestion from the town centre by providing an alternative route to access the A350 to the south of Chippenham, this would predominately be used by residential areas to the south of Chippenham and also from traffic using the A4.

The southern distributor road section from A4 to A350 has been stated as taking traffic away from the town centre – so effectively will be used as a bypass route and instead take through traffic via residential areas on low-speed roads. This sounds like a poorly thought through proposition – if the road is a low speed residential distributor road (as has been stated) it cannot also meet the needs of an A4-A350 southern link road to bypass Chippenham town centre. Please can you explain how the road can serve both purposes of alleviating town centre congestion whilst also not being a bypass and being designed as a residential low-speed distributor road?

The new distributor road will form part of the public highway network and will provide additional route choices for users. The proposed road's primary function is to provide local transport distribution between existing and new developments, this includes cycle and pedestrian routes. However, the road will also provide transport benefits within the town centre, reducing through traffic by providing alternative routes to access the A350 Chippenham bypass to the north and south of the town. The assessment of the route options to date have been conducted using the strategic traffic model for Wiltshire. The assessment presented in the Options Assessment Report (OAR) (section 10.8) was conducted with a distributor road design and as shown in the reduction in traffic flows in the town centre (please refer to section 10.8.3 of the OAR) the distributor road provides another route option for traffic travelling from the A4 east to the A350.

What is the planned budget for this A4 to Lackham road and the Pewsham way folly?

The indicative budget for the potential road and link road is identified in the Options Assessment Report, section 10, which can be found on www.wiltshire.gov.uk/future-chippenham-consultation

Why has Wiltshire council added 5000 to the housing need figure for the county other than to support this project?

Your response: _The Future Chippenham programme has identified that up to 7,500 homes could be delivered on the sites that are supported by the distributor road up to 2046+.

This does not in any way answer my question in fact I could add to your reply and say as there are no road boundaries given, therefore the size of development could be in excess of 15,000+ so please answer the question.

Housing need is assessed as part of the Local Plan process.

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It is not for the Future Chippenham programme to determine housing need – initial work by the Future Chippenham programme has identified that there is potential for up to 7,500 homes to be delivered in the area, but it will be the role of the masterplan to determine that in more detail. This will take account of evidence, constraints, assessments, consultation and design issues.

Should the Local Plan determine that development is acceptable in principle then the masterplan will guide subsequent planning applications setting out the number and distribution of houses.

It is possible that a well-planned development area could meet Chippenham's needs well into the future beyond the new local plan period of 2045.

When will Wiltshire Council be open and upfront about the Stone Circle Businesses it has set up to act as land agents and developers, also that they have already been funded with £5 million from Wiltshire Council and that the council state in their HIF bid documents that they are to borrow another £100 million for Stone Circle Businesses to progress this scheme?

At the moment there are no plans for Stone Circle companies' involvement if this development comes forward, despite the fact that there was some reference to that in the HIF bid. The council would have to consider any proposed business plans from Stone Circle development company against any other possible way in which the council's interests could be developed and would need to assure itself that the council is achieving best value for its interests and also issues around governance and risk so at this point in time there are no plans for the use of Stone Circle.

If it is not the intention to use Stone Circle Businesses to progress this scheme could you please advise why the council put the following provision into the 2021/22 budget?

Agree the Stone Circle development company business plan 2021/22

Agree the Stone Circle holding company business plan 2021/22

Subject to agreeing the business plans to allocate the £34.40m loan finance required for the Stone Circle housing company business plan and £2.657m for the Stone Circle development company business plan in the 2021/22 capital programme

These companies are wholly owned by the council and under the shareholders agreement the council agrees the business plan for the companies one year in advance. The money and the business plan that the council has agreed is for 2021/22. Clearly these proposals, if they do come forward, are significantly in the future and any proposals from the development company would have to be considered in line with those time scales.

The council has agreed the company business plans for 2021/22. If development comes forward as part of this programme it will be in future years, not in 2021/22.

If you have no intention of using Stone Circle Businesses, why have they been mentioned in the HIF document with planned borrowing for the same in 2024/25 mentioned have you told untruths in this HIF bid document, or are you hiding behind the various names for what is basically a council tax payers funded Stone Circle (WC)?

The Housing Infrastructure Fund bid identified potential delivery mechanisms for the housing.

Your current consultation form is not fit for purpose, as it is open to abuse and fraud, what is to stop roadbuilders, council employees, housebuilders and many others with much to gain ensuring your consultation is completed in the positive and in their favour? The fact that you ask for a post code means very little unless of course you intend to weight various responses from those living in SN15 postcodes differently than say an SN11 or BA1 postcode.

The consultation approach is in accordance with the council's approved strategy, that was agreed by the council's cabinet. Post codes have been requested to help us better understand the geographic pattern of the responses we receive.

Why does your consultation document not require personal details, and signature?

The consultation approach is in accordance with the council's approved strategy, that was agreed by the council's cabinet, and also takes into account any obligations we might have under data protection.

Why when the council has fought and won a 7 day appeal with Gleeson to develop land at Forest Farm then ignore its own and 2 HMG Planning Inspectors advise that the site is inappropriate for development?

This is a planning matter and not relevant to this consultation on potential road route options.

Out commuting is a very important factor on this development

**How many residents of Chippenham are shown as employed in the 2011 Census?
How many of those residents work in Chippenham?
How many of those residents work elsewhere in Wiltshire?
How many of those residents work outside Wiltshire's boundaries?
How many people were recorded as working in Chippenham jobs in the Census?
What are your latest pre COVID estimates of these figures?**




We would refer you to the Wiltshire Intelligence website: [Census Wiltshire Intelligence](#)

Analysis of the Census 2011 Data is also presented in the Chippenham Transport Strategy 2016.

Why as a property owner who is going to be greatly affected to all three options, but mainly by option C, have I never been consulted by our council out of common courtesy prior to it becoming public?

We ensured that letters were sent out to those residents who would be directly affected by each of the potential road route options to make them aware of the consultation. We will follow this approach again for the consultation on the Future Chippenham Masterplan which we are aiming to hold summer 2021.



-  Option A - Outer Route
-  Option B - Middle Route
-  Option C - Inner Route

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Consultation on the

Future Chippenham

distributor road route options

About the project

Wiltshire Council is seeking your views on three road route options for a potential new distributor road located to the south and east of Chippenham. The road would provide a high-quality road link connecting the north east and southern parts of the town to the A350 and improvements to Junction 17 of the M4.

Initial work indicates that a distributor road could bring significant benefits; it would directly unlock land to support much needed housing development and reduce traffic congestion in the town centre, improving connectivity and travel within and

around the town. These benefits would help underpin the future sustainable growth of Chippenham and increase opportunities for residents and businesses. We have called this programme Future Chippenham.

To support the development of the scheme, the Council has been successful in securing £75 million of government funding.

We would like to hear your views to help inform a decision about which of the three route options within each zone could be taken forward to the next stage of the development process.



This document covers

- How we got to this point
- Details of the three road route options
- Explanation of the next steps
- The timeline
- Details of the consultation events and how you can get involved and provide feedback

Local Plan review

Wiltshire Council as Local Planning Authority is currently consulting on its Local Plan. The Wiltshire Local Plan review process considers the level of growth in the town through to 2036 including where new homes could be allocated, and **is an entirely separate consultation from the Future Chippenham road route options consultation featured in this leaflet.**

Any new distributor road would be subject to the outcome of a future planning application and progress of the Local Plan Review.

To find out more about the Local Plan Review and how to comment please go to the Wiltshire Council website or use the following link:

www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation

Area under consideration

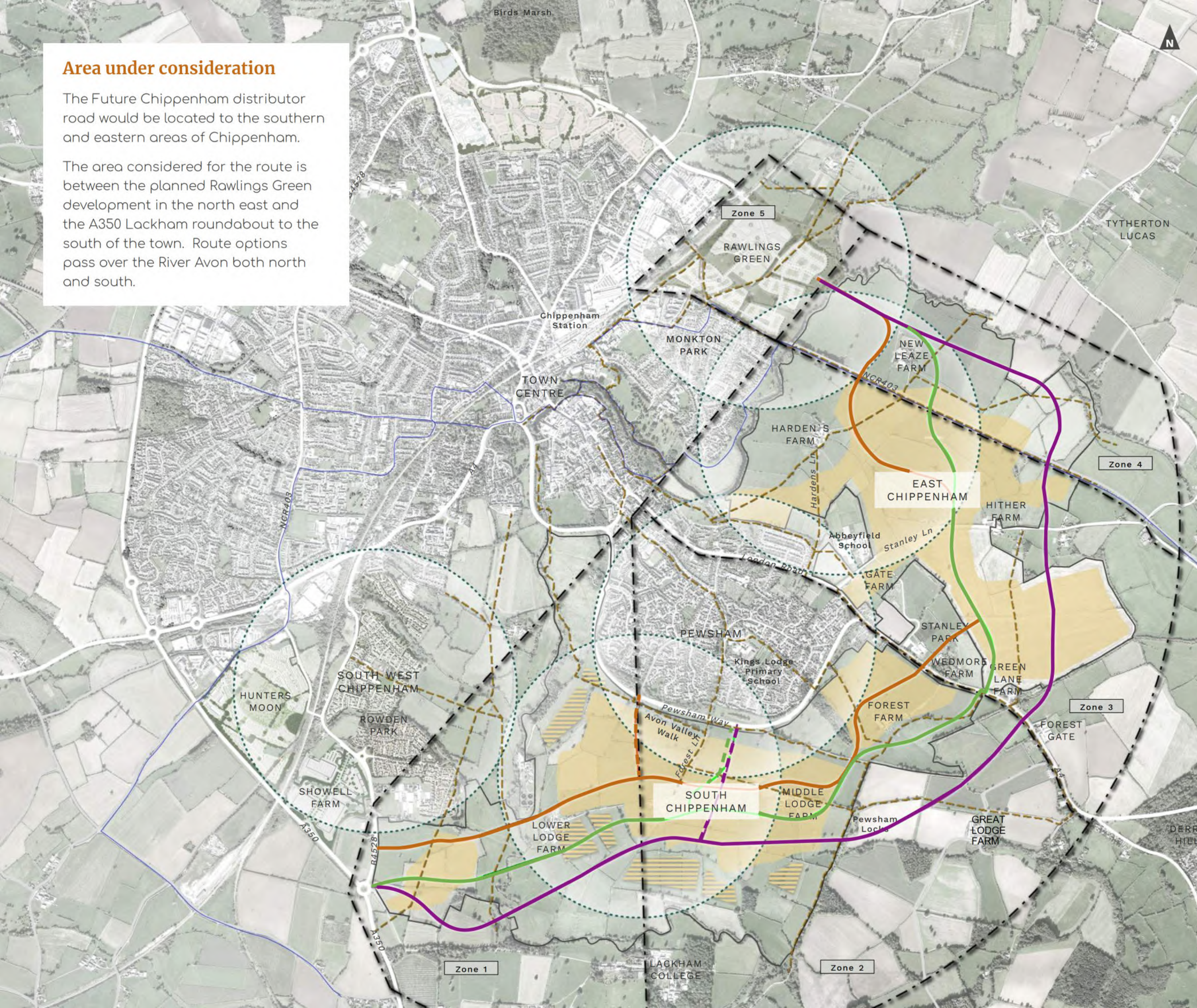
The Future Chippenham distributor road would be located to the southern and eastern areas of Chippenham.

The area considered for the route is between the planned Rawlings Green development in the north east and the A350 Lackham roundabout to the south of the town. Route options pass over the River Avon both north and south.

I. Future Chippenham Distributor Road – Options Assessment – Transport Connectivity

KEY

- Preferred Development Sites Boundary Identified in Local Plan Review (Regulation 18)
- Residential Area Identified in Local Plan Review (Regulation 18)
- Possible Future Development Area Identified in Local Plan Review (Regulation 18)
- Distributor Road Option A
- Distributor Road Option B
- Distributor Road Option C
- Link Road Option 1
- Link Road Option 3
- Public Footpath/Rights of Way
- Bridge/Viaduct
- National Cycle Route
- 800m/10mins Walking Radius
- Assessment Zone



Why is the road needed?

Working to deliver the vision of a more sustainable Chippenham

The adopted strategic plan for Chippenham sets out a future vision for the town that meets local needs for jobs and housing while addressing some of the longstanding challenges it faces such as town centre congestion and new developments delivered in a piecemeal way. It aims for a more self-sufficient status for the town, so that the community can meet its living, work and leisure needs locally.

Employment and housing development will be highly sustainable and balanced, with early delivery of key infrastructure and key services to support growth.

There is a goal to encourage young people to choose to stay and both live and work in the town because of the employment opportunities, access to housing and other available facilities.

The Core Strategy provides a spatial expression of the Wiltshire Community Plan 2011-2026: People, places and promises, and will be focused on delivering the three overarching priorities:

1. creating an economy that is fit for the future
2. reducing disadvantage and inequalities
3. tackling the causes and effects of climate change.

Evidence for Chippenham has indicated that one of the best options to deliver the vision for a sustainable future could be through the building of a significant new road both to relieve through traffic but also unlock potential development sites.

Infrastructure led development: The Housing Infrastructure Fund (HIF) bid and Future Chippenham Project

In March 2019, Wiltshire Council submitted a bid to the Housing Infrastructure Fund (HIF) from Ministry of Housing Communities and Local Government. In November 2019, Wiltshire Council was awarded a grant of £75 million.

The grant ensures funding is available to contribute towards the cost of delivering the strategic infrastructure in and around Chippenham to support the potential longer-term growth of the area, should development come forward.

The £75 million grant will support the delivery of a new distributor road to the east and south of Chippenham, linking the A350 at the northern and southern ends of the town, as well as specific improvement to J17 on the M4.

By 2046, it is envisioned that the road could unite sustainable new communities and green spaces, including up to 7,500 homes, supported by local neighbourhood services and employment opportunities.



What are the benefits from delivery of the Future Chippenham distributor road?

By planning strategically, Future Chippenham could enable the strategic plan for Chippenham. This provides opportunities to meet the following objectives:

Strategic objectives

- unlocking land to support delivery of up to 7,500 homes up to 40% of which will be affordable, specifically planned to meet local needs including first time buyers so essential to the local economy
- improving the viability and vitality of the town by providing homes and jobs to provide increased local customers for businesses and services
- transforming the town's housing offer
- ensuring that economic development and regeneration is delivered in step with the homes to increase the self-containment of the town
- providing much better connectivity and help to reduce congestion in the town centre.

Economic objectives

- enabling economic development along the strategic M4 corridor
- improving access to training and employment opportunities.

Transport objectives

- providing an improved corridor for the movement of people and goods
- reducing town centre traffic congestion providing opportunities to improve reliability of transport

- enhancing transport resilience in Wiltshire by providing connectivity to the M4 Junction 17 and A350.

Environmental objectives

- minimising the impact on the quality of the environment
- improving accessibility for non-car users by promoting sustainable forms of transport
- through infrastructure led delivery seek opportunities to reduce the carbon footprint of the road and scheme.

What has been completed so far

Initial road route options and link road options (connections to the existing Pewsham Way) emerged from an options generation process. An assessment of these options was then undertaken to ensure that all options presented for this public consultation are deliverable and meet the strategic scheme objectives.

The process identified three potential routes for the distributor road and two link road options and shows a potential outer, middle and inner route.

These route options have been assessed based on:

- Strategic case

- Delivery case
- Environment / Economic case
- Financial case
- Commercial case

For the purposes of this consultation the distributor road route options have been split into five zones so you can comment on sections of the road options within each zone. Further information about the Options Appraisal process can be found in the OAR Findings Summary.

Further details are available on the Future Chippenham public consultation webpage www.wiltshire.gov.uk/future-chippenham.



Road route options for consultation

Three potential road route options have been identified for the Future Chippenham distributor road. Two Pewsham link road options are also included in the consultation.

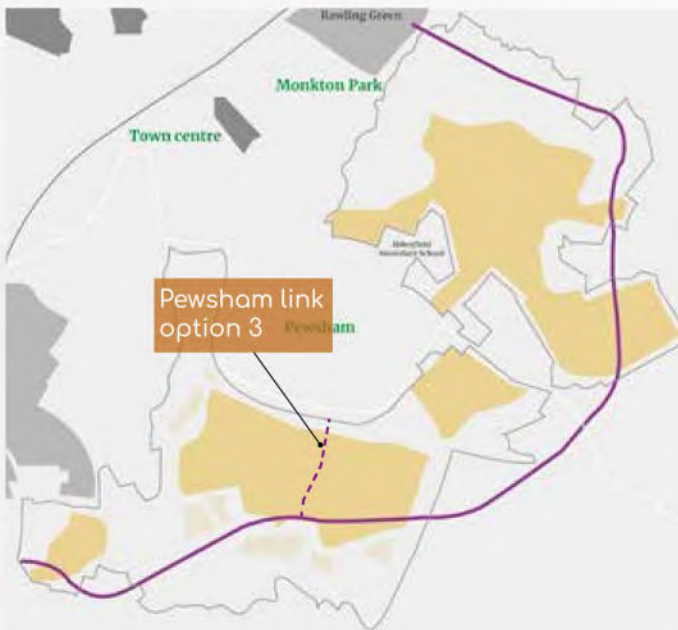
We have completed initial assessments to compare the route options.

Option A: Outer route

Option A, the outer route is 8.3km long and could function as a traditional ring road for the development area. It connects the A350 Lackham roundabout to the south of Chippenham, to the Rawlings Green development to the northeast, crossing the A4 between Forest Gate and the motorcar dealership. The outer route crosses the River Avon at two locations, requiring two bridge viaducts, one to the south spanning 468m and one to the northeast spanning 268m, ensuring river flood levels are not affected by the scheme. Further bridges will be required to cross the Wilts & Berks Canal in two locations, one near Pewsham Locks and one north of the A4 near Green Lane Farm.

Option A is the most visually prominent of the three options through the landscape following higher ground and is therefore more likely to remain within views from Derry Hill, Bencroft Hill and surrounding villages.

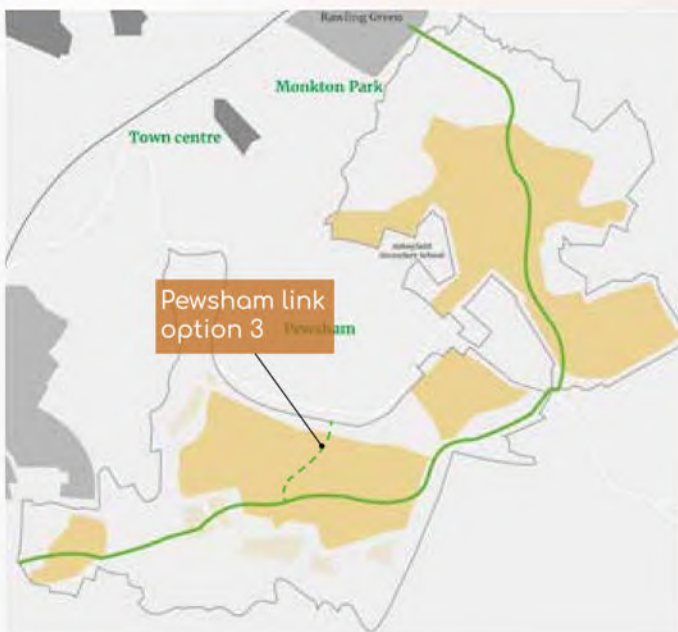
Option A - Outer route



Option B: Middle route

Option B, the middle route is 7.4km long and could function as an urban distributor road running through the development area. It connects the A350 Lackham roundabout to the south of Chippenham, to the Rawlings Green development to the northeast, crossing the A4 between Wedmore Farm and the motorcar dealership. Similar to the outer route, the middle route crosses the River Avon at two locations, requiring two bridge viaducts, one to the south spanning 444m and one to the northeast spanning 268m, ensuring river flood levels are not affected by the scheme. A further bridge is included to cross Avon Valley Walk and the historical route of the Wilts & Berks Canal.

Option B - Middle route



Option C: Inner route

Option C, the inner route is 7.3km long and similar to the middle route and could function as an urban distributor road running through the development area. It connects from the B4528 near Lackham roundabout to the south of Chippenham, to the Rawlings Green development to the northeast, crossing the A4 to the east side of Stanley Parks Sports Ground. Similar to the other routes, the inner route crosses the River Avon at two locations, requiring two bridge viaducts, one to the south spanning 336m and one to the northeast spanning 268m, ensuring river flood levels are not affected by the scheme. A further bridge is included to cross Avon Valley Walk and the historical route of the Wilts & Berks Canal.

Option C – the inner route is less visually prominent from surrounding views to the north and east than option B – the middle route.

Option C would require mitigation to Stanley Park Sports Ground and additional habitat creation to mitigate any habitat loss to Great Crested Newts.

Option C - Inner route



Pewsham link roads

An additional road linking the proposed distributor road at South Chippenham to Pewsham Way is included in the scheme extents and the HIF bid. This is to ensure connectivity between the two areas. Two route options have been progressed for the Pewsham link road.

Pewsham link option 1

Option 1 provides a link road from the proposed distributor road near Lower Lodge, traversing over the ridgeline towards Pewsham, bridging over a valley in the topography and crossing Avon Valley Walk before connecting to Pewsham Way at Canal roundabout. This brings the scheme in closer proximity to Mortimore’s Wood Local Nature Reserve.

Pewsham link road option 1, connected to option C is 0.47km long.

Pewsham link option 3

Option 3 provides a link road from the proposed distributor road near Lower Lodge Farm, crossing a public footpath that links to Forest Lane, Pewsham and the Wilts & Berks canal, and follows around lower landscape levels before crossing Avon Valley walk and connecting to a new junction with Pewsham Way at a point 150m east of Forest Lane.

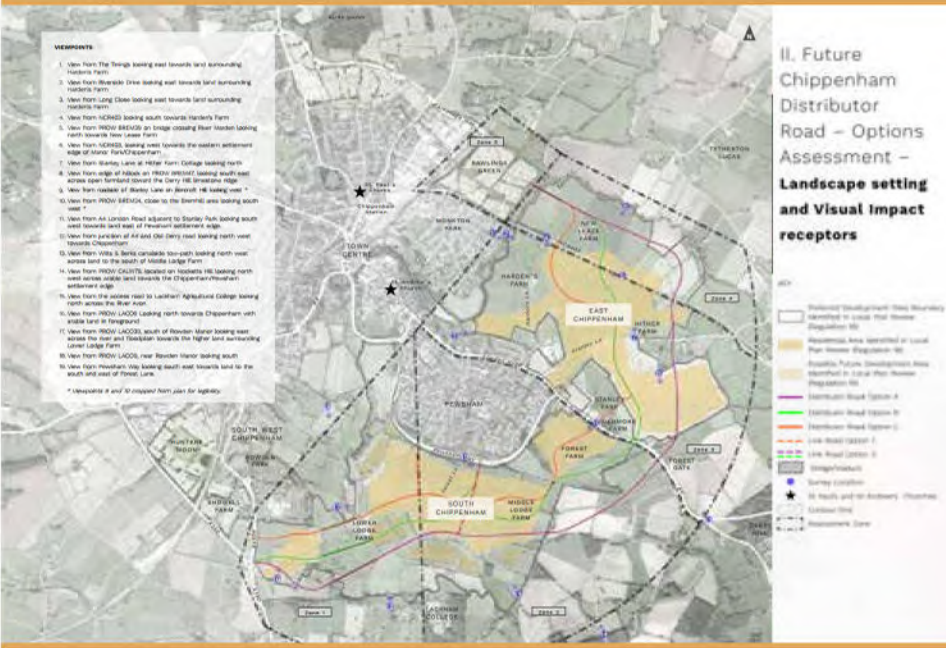
Pewsham link road option 3, connected to the option A distributor road is 0.73km long.

Pewsham link road option 3, connected to the option B distributor road is 0.64km long.

Cost and affordability

Cost estimates to deliver the distributor and link road range between £88.5 million and £120 million including risk budget estimates. The distributor and link road will be delivered with a phased programme to prioritise key sections and infrastructure to unlock development land. Any shortfall in funding would be met by contributions from developers and governed by relevant planning policy.

Landscape character and visual impact



All options have an impact on the agricultural landscape. The inner and middle route have less impact overall, although the Pewsham link road for the inner route is more visible. Earth bunds and planting would be utilised to screen views of the road.

Transport and connectivity



All options provide an opportunity for increased connectivity to the existing town centre and local centres through existing footpaths and cycle routes and potential new routes. The outer route fares least against the inner and middle due to its location on the perimeter of potential development.

River flood risk



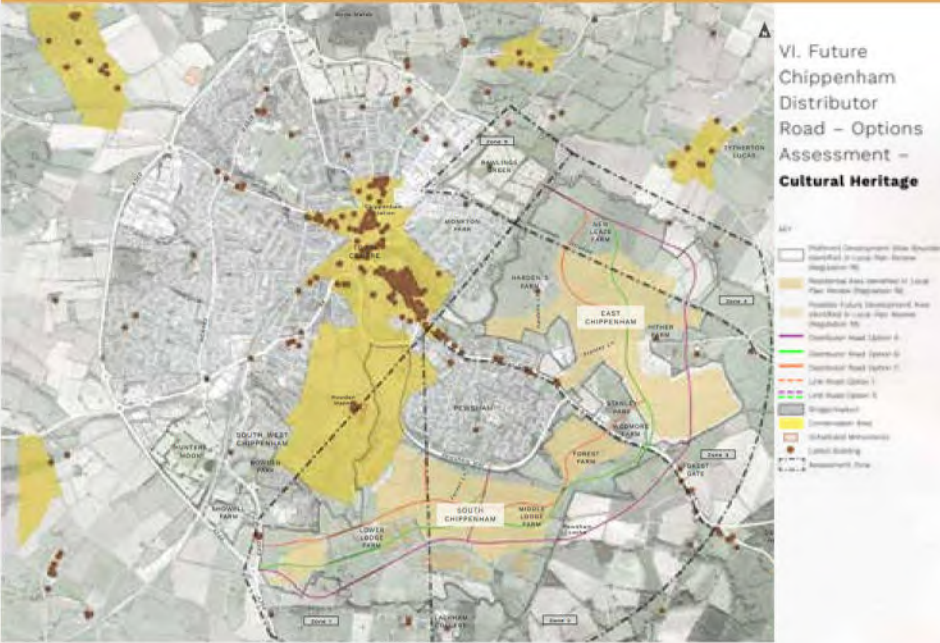
All three routes cross the River Avon and will require the construction of two new bridge viaducts to mitigate any increase in existing flood risk. Option A has the greatest capacity for effects on water quality due to its greater length, and location of crossing the River Avon in the south.

Local biodiversity



All routes would aim to minimise the impact of a distributor road on local biodiversity where possible. At the options appraisal stage, a study of local habitat types and previous records of protected species was undertaken. Some of this information is provided below.

Through the development of the design of the preferred option, further surveys will be undertaken to increase our understanding of species currently inhabiting the site. This will be used to create scheme specific mitigation to increase habitat connectivity across the site and improve local habitats through the sustainable integration of drainage systems, landscape planting and biodiversity measures.



There are many cultural heritage assets in the Chippenham area, including Rowden Park conservation area, the scheduled monument at Rowden Manor and numerous listed buildings including country houses, farmhouses and farm buildings, churchyards and cemeteries, mills, an old brewery, bridges, cottages and milestones.

All of the route options presented for public consultation avoid direct conflict with heritage assets.

What could the road look like?

The concept design of the route options includes:

- a 30mph speed limit single carriageway road with roundabouts
- pedestrian and cycle routes along the transport corridor
- bridges or diversions for existing footpaths
- ponds to control water and give opportunity for habitat creation
- hedgerows, shrubs and trees planted to replace any lost during construction.

How to take part in this consultation

The consultation is open from Friday 15 January to 5 pm on Friday 12 March 2021. Information on the route options for the Future Chippenham distributor road is included in this document. Additional supporting information is available on our webpage www.wiltshire.gov.uk/future-chippenham.

You can respond to the consultation in the following ways:

- Complete the online consultation form at www.wiltshire.gov.uk/future-chippenham
- Download a consultation form from the above webpage and email to futurechippenham@wiltshire.gov.uk
- Download and post your consultation form to Future Chippenham, Wiltshire Council, County Hall, Bythesea Road, Wiltshire BA14 8JN
- Attend a public consultation event (currently being held online due to COVID-19 national restrictions and in line with government recommendations on consultation)

About the events

Public webinar - Thursday 28 January, 11 am

A second webinar is being arranged for February 2021

Please visit www.wiltshire.gov.uk/future-chippenham to reserve your place.

Additionally, the Future Chippenham team will be providing an overview of the road route options at Area Boards, Parish and Town Councils during the consultation period.

For more information about this consultation

Email: futurechippenham@wiltshire.gov.uk

This consultation is being carried out by
The Future Chippenham Project Team on
behalf of Wiltshire Council



2019

March
Housing infrastructure
fund bid submission



November
Housing infrastructure
fund grant

£75m
awarded

2020

February - July
Road options
assessment



January - Present
Environmental investigation
and surveys



2021

Winter - Spring
Public consultation
on road options



Summer
Preferred route
announcement



Summer - Winter
Preliminary design of
preferred route option
and environmental design



Winter
Planning application
submitted



2022

Winter - Autumn
Detailed design
of the road



2026

Road construction
completed

Autumn 2022 - Winter 2025/26

Milestones



Future Chippenham

Connecting our communities

Contact us

Information about the Future Chippenham project can be made available on request in other languages including BSL and formats such as large print and audio.

Please contact Wiltshire Council on
0300 456 0100 or by email on
customerservices@wiltshire.gov.uk



Consultation on the Future Chippenham distributor road route options

Before completing this consultation form please ensure you have viewed the Future Chippenham road route options consultation material, which can be accessed at www.wiltshire.gov.uk/future-chippenham

1 Are you responding as an individual or on behalf of a business or organisation?

- ☐ As an individual
- ☐ On behalf of a business or organisation

2 If you are responding on behalf of a business or organisation, please tell us which one.

3 Which age bracket do you fall into?

We are asking for this information to help us to better understand the demographics of those responding to this consultation.

- ☐ Up to 25 years old ☐ Between 26-35 years old ☐ Between 36-45 years old
- ☐ Between 46-55 years old ☐ Between 56-65 years old ☐ Over 66 years old
- ☐ I'd rather not say

4 Please let us know your post code.

We are asking for this information to help us to better understand the geographic pattern of the responses we receive.

- 5 Thinking about the options for the potential route of the distributor road and link road, what do you consider are the most important issues that the council should be considering?

Please select all that apply

- ☐ Improving the availability of sustainable transport infrastructure e.g. for buses, trains, bicycles and pedestrians
- ☐ Easing traffic congestion and improving journey times
- ☐ Climate change adaptation/mitigation
- ☐ Improving air/noise pollution
- ☐ Protecting and enhancing biodiversity e.g. animal and plant habitats
- ☐ Protecting and enhancing landscape and visual amenity
- ☐ Preserving and protecting heritage assets

Other

- 6 Please provide any further details you would like to give about the preferences given in the previous question. If you answered 'Other' please provide further details here.

If more space is required please continue on a separate sheet, referencing the question number.

7 Please rank the three potential road route options in order of preference.

Details about the potential road route options can be found in the consultation leaflet (page 7) available on the website www.wiltshire.gov.uk/future-chippenham

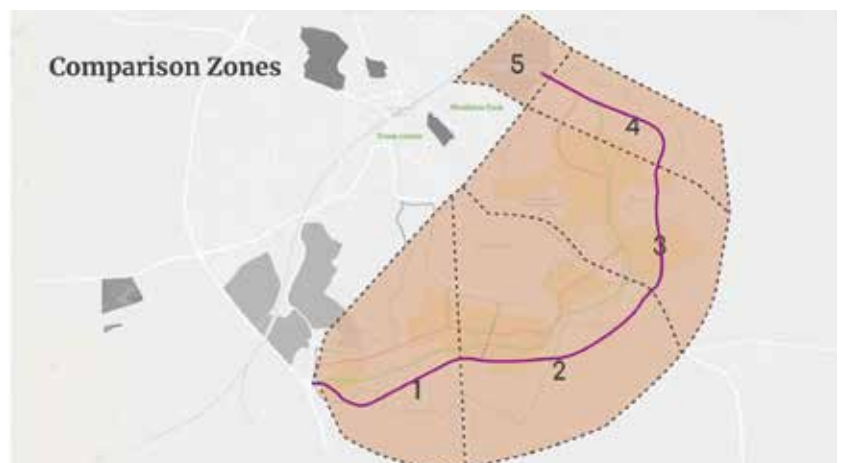
1 = most preferred option; 3 = least preferred option



☐ Option A - Outer route ☐ Option B - Middle route ☐ Option C - Inner route

8 Please provide any specific feedback you would like to give about 'Option A - Outer route'.

To help us locate any area specific comments, please specify which Comparison Zone (1-5) your comments relate to.



If more space is required please continue on a separate sheet, referencing the question number.

- 9 Please provide any specific feedback you would like to give about 'Option B - Middle route'.

To help us locate any area specific comments, please specify which Comparison Zone (1-5) your comments relate to.



If more space is required please continue on a separate sheet, referencing the question number.

- 10 Please provide any specific feedback you would like to give about 'Option C - Inner route'.

To help us locate any area specific comments, please specify which Comparison Zone (1-5) your comments relate to.



If more space is required please continue on a separate sheet, referencing the question number.

11 Please rank the potential Pewsham link road options into order of preference.

Details about the potential Pewsham link road options can be found in the consultation leaflet (page 7) available on the website www.wiltshire.gov.uk/future-chippenham

1 = most preferred option; 2 = least preferred option

☐ Pewsham link option 1 ☐ Pewsham link option 3

12 Please provide any specific feedback you would like to give about 'Pewsham Link Option 1'.

If more space is required please continue on a separate sheet, referencing the question number.

13 Please provide any specific feedback you would like to give about 'Pewsham Link Option 3'.

If more space is required please continue on a separate sheet, referencing the question number.

14 How do you travel to/from Chippenham town centre?

We are asking for this information to help us to better understand the existing patterns of movement in and around Chippenham.

- ☐ Car ☐ Bus ☐ Train ☐ Bicycle ☐ On foot
- ☐ Not applicable - I do not travel to/from Chippenham town centre

15 Why do you travel to/from Chippenham town centre?

We are asking for this information to help us to better understand the reasons for existing patterns of movement in and around Chippenham.

- ☐ As part of my commute to/from work
- ☐ For leisure/social engagements
- ☐ Not applicable - I do not travel to/from Chippenham town centre
- ☐ Other

16 If you travel to/from Chippenham as part of a commute for work, what is your preferred mode of transport?

We are asking for this information to help us to better understand the existing patterns of movement in and around Chippenham.

- ☐ Car ☐ Taxi ☐ Bus ☐ Train ☐ Bicycle ☐ Walking
- ☐ Not applicable - I do not travel to/from Chippenham as part of a commute for work

17 If you travel to/from Chippenham for leisure/social engagements, what is your preferred mode of transport?

We are asking for this information to help us to better understand the existing patterns of movement in and around Chippenham.

- ☐ Car ☐ Taxi ☐ Bus ☐ Train ☐ Bicycle ☐ Walking
- ☐ Not applicable - I do not travel to/from Chippenham for leisure/social engagements

18 If there is sufficient interest, we would like to set up a Community Liaison Group to provide an ongoing link to the local community. Would you like to be included in this group?

- ☐ Yes ☐ No

19 If you answered Yes, please provide your contact details below.

For more information on how Wiltshire Council treat your personal information please view the Privacy Notice at: www.wiltshire.gov.uk/planning-privacy-notice.

Once you have completed your survey form please post to:

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

Or email to futurechippenham@wiltshire.gov.uk

All survey forms must be received by 5pm on Friday 12 March 2021.

If you have any queries, please email futurechippenham@wiltshire.gov.uk

Future Chippenham

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