

Chippenham Site Allocations Plan

Supplementary Transport & Accessibility Evidence:
Part 1a - Assessing Strategic Site Options

Wiltshire Council

20 April 2016



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1. Introduction

Context

- 1.1. This Evidence Paper has been commissioned by Wiltshire Council to provide supplementary transport and accessibility evidence associated with the Chippenham Site Allocations Plan, supplementing the Part 1 and Part 2 evidence submitted to the Examination in 2015 (CEPS/04 and CEPS/05). The supplementary assessments are part of the Schedule of Work that has been agreed with the Inspector, in order to align the transport evidence with the revised Sustainability Appraisal and Site Selection Report methodologies¹.
- 1.2. Supplementary transport and accessibility evidence is being prepared in two parts (Part 1a and 2a). Part 1a assesses fourteen 'Strategic Site Options' in terms of their overall transport and accessibility attributes, using the same key themes and 'heat map' method as the original Part 1 assessment (CEPS/04). The main difference is that the geographical unit of assessment is now the Strategic Site Options rather than the larger Strategic Areas (A-E). This avoids a potential situation where the relative strengths and weaknesses of a Strategic Site Option are masked by the performance of the Strategic Area as a whole.
- 1.3. The outputs of Part 1a are reported in this Evidence Paper. Part 1a informs Step 4 (Sustainability Appraisal of Strategic Site Options) and Step 5 (Policy Review of Strategic Site Options) of the Schedule of Work.
- 1.4. Part 2a will supplement the Part 2 assessment (CEPS/05) by assessing a set of 'Alternative Development Strategies' using the Chippenham Transport Model. Alternative Development Strategies, which have been created from individual Strategic Site Options, will be defined by Step 6 in the Schedule of Work. Part 2a will inform Step 7 (Sustainability Appraisal of Reasonable Alternative Development Strategies) and Step 8 (Selection of a Preferred Development Strategy) of the Schedule of Work. The outputs from Part 2a will be reported in a separate Evidence Paper.
- 1.5. The benefits that this additional work will provide to the Examination are:
 - Allowing transport and accessibility differences within the larger Strategic Areas to be reported in a more transparent manner, with analyses undertaken on a finer geographical scale to inform the Sustainability Appraisal and Site Selection Report;
 - An ability to identify how sites that are ultimately selected for inclusion in the Plan perform, in transport and accessibility terms; and
 - Informing the identification of Alternative Development Strategies as part of Step 6 in the Schedule of Work.

¹ The Schedule of Work forms Appendix 1 to the letter from Wiltshire Council to the Inspector dated 04 December 2015.

Purpose of Evidence Paper

- 1.6. This Evidence Paper reports on the outputs from Part 1a, which has involved assessing the transport and accessibility attributes of fourteen Strategic Site Options² based around three key themes³: sustainable access; highway access; and wider transport opportunities.
- 1.7. The following tasks have been undertaken to inform the contents of this Evidence Paper:
- Consider the appropriateness of the original assessment criteria (from the Part 1 evidence, CEPS/04) relating to the three themes of sustainable access, highway access, and wider transport opportunities, making adjustments where necessary;
 - Prepare 'heat maps' (using the same method as the Part 1 evidence) to assess the complete set of Strategic Site Options against the sustainable access and highway access themes. This provides quantitative outputs at a finer geographic scale than the Strategic Areas assessed previously;
 - Review the potential wider transport opportunities, arising from development within each of the Strategic Site Options, which are likely to bring benefits to existing Chippenham communities; and
 - Summarise the relative transport and accessibility strengths and weaknesses of each Strategic Site Option.

Structure of Evidence Paper

- 1.8. The remainder of this Evidence Paper is structured as follows:
- Section 2 sets out the specific amendments made to the transport and accessibility assessment criteria and the reasons for these amendments. For information purposes only, commentary is provided on what impact these changes would have had on the Strategic Area assessment originally presented to the Examination in 2015;
 - Sections 3 and 4 present the new Strategic Site Option heat maps for each of the assessment criteria under the sustainable access (Key Theme 1) and highway access (Key Theme 2) themes. These revised heat maps cover all Strategic Site Option land areas which are under consideration, as part of Wiltshire Council's site selection process, for either residential or employment growth. Land identified for green spaces or 'green' uses is now excluded from the heat maps. Accompanying tables summarise the results for each Strategic Site Option;
 - Section 5 presents the revised wider transport opportunities assessment for each Strategic Site Option; and
 - Section 6 summarises the relative strengths and weaknesses of each Strategic Site Option. A Venn diagram is presented to bring this information together.

² The origins of the 14 Strategic Site Options are explained in the 2016 Chippenham Site Allocations Plan: Site Selection Report, Chapter 3: Identification of Reasonable Alternative Strategic Site Options.

³ The three key themes relate to two of the decision-making criteria set out in Core Policy 10 in the adopted Wiltshire Core Strategy. Criterion 3: Offers wider transport benefits for the existing community, has safe and convenient access to the local and primary road network and is capable of redressing traffic impacts, including impacts affecting the attractiveness of the town centre. Criterion 4: Improves accessibility by alternatives to the private car to the town centre, railway station, schools and colleges, and employment.

2. Assessment Criteria

2.1. This section sets out the specific amendments made to the transport and accessibility assessment criteria for Key Theme 1 (sustainable access) and Key Theme 2 (highway access) and the reasons for each amendment. For information purposes only, commentary is provided on what impact these changes would have had on the Strategic Area assessment originally presented to the Examination in 2015.

Key Theme 1 – Sustainable Access

2.2. The following changes have been made to the assessment criteria used for Key Theme 1 (Sustainable Access):

- 'Access to Chippenham railway station' has been added as a new criterion, to reflect that it is named as a specific destination, separate to the town centre, under criterion 4 of Core Policy 10 in the adopted Wiltshire Core Strategy;
- 'Access to key public transport (bus) corridors' has been revised to focus solely on proximity to existing bus corridors which are either already served by financially sustainable bus services, or where existing services could be made financially sustainable by a relatively modest increase in passenger numbers⁴. This is to reflect the premise that the most sustainable locations for development, purely in public transport terms, are alongside existing financially sustainable public transport service corridors⁵. The revised corridors are shown in Figure 3-6.

2.3. There have been no changes made to the following assessment criteria:

- 'Access to Chippenham town centre' (measured to the Town Hall);
- 'Access to secondary schools' (measured to Abbeyfield, Hardenhuish, and Sheldon Schools);
- 'Access to Chippenham Community Hospital'; and
- 'Access to existing employment areas' (measured to Bumpers Farm, Methuen Park, Parsonage Way/Langley Park, and the town centre).

Key Theme 2 – Highway Access

2.4. Minor changes have been made to the criterion for 'proximity to congested corridors where mitigation is considered to be challenging'. Based on a review of more recent transport model outputs⁶ and 'typical' traffic speed data for the 0800-0900 and 1700-1800 time periods⁷, the following amendments have been made to the 'congested corridors' to include:

- Additional roads around the town centre and railway station areas, namely New Road, the unclassified section of Bath Road, and Station Hill;
- Lowden Hill; and
- An additional section of the A4 Bath Road, between the retail park entrance and the railway viaduct.

2.5. No change has been made to the assessment of 'access from the Primary Route Network (PRN)'.

⁴ The key public transport (bus) corridors for this assessment have been defined in consultation with Wiltshire Council's Passenger Transport Unit.

⁵ Since the publication of the original Part 1 evidence, the bus route serving the Pewsham estate has been withdrawn by the operator. Services remain on the main London Road corridor. This highlights the difficulties surrounding serving residential estates situated away from the key corridors.

⁶ Outputs from work undertaken since publication of the original Part 1 evidence.

⁷ Typical traffic speed information for the UK is publicly available using the Google Traffic tool. This data is sourced originally from mobile phone data. For any selected time period, Google Traffic shows the sections of road on which traffic speeds tend to be lower in that time period than the daily average speed for the same section of road.

Amended Criteria Impact on Strategic Area Assessments

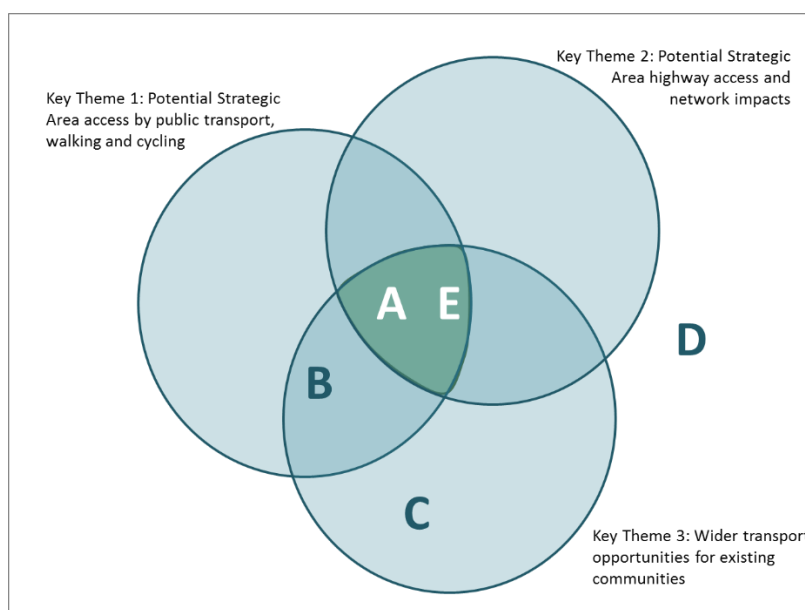
- 2.6. The Strategic Areas assessed and reported in the original Part 1 transport and accessibility evidence (CEPS/04) have been re-assessed using the amended criteria for Key Themes 1 and 2. The original Part 1 evidence quantified the percentage of land within each Strategic Area as 'Strong', 'Moderate', 'Weak' or 'Very Weak' in relation to each assessment criterion.
- 2.7. The assessment has been re-run using the amended criteria set. The full set of assessment tables for the previous Strategic Areas have not been reproduced for this Evidence Paper, although specific changes to assessment outcomes are summarised in **Table 2-1**. Where changes in the percentage of land area in each assessment category do not change by greater than +/- 5% points, and where the change would not alter the final scoring, then 'No change' has been recorded in Table 2-1.

Table 2-1 Strategic Areas assessment, main changes due to amended criteria

Strategic Area	Key Theme 1: Sustainable Access		Key Theme 2: Highway Access	
	Amended Criterion: Access to Public Transport (Bus) Corridors	Total Key Theme 1 Comparative Assessment (incorporating new railway station criterion)	Amended Criterion: Proximity to Congested Corridors	Total Key Theme 2 Assessment
A	Weaker <i>'Strong' reduced, 'Moderate' increased</i>	Slightly Stronger <i>(primarily due to inclusion of rail station)</i>	No change	No change
B	Weaker <i>'Moderate' reduced, 'Weak' increased</i>	Slightly Stronger <i>(primarily due to inclusion of rail station)</i>	No change	No change
C	No change	No change	No change	No change
D	No change	No change	No change	No change
E	No change	Slightly Weaker <i>(primarily due to inclusion of rail station)</i>	No change	No change

- 2.8. Applying the same scoring methods as used in the original Part 1 assessment, the changes to the assessment criteria would have had no material impact on the conclusions reached in the Part 1 evidence, as replicated in **Figure 2-1**.

Figure 2-1 Previous Strategic Areas assessment



3. Key Theme 1 – Sustainable Access

- 3.1. Wiltshire Council has proposed fourteen Strategic Site Options, referenced in all documentation as Strategic Site Options A1, B1, C1, C2, C3, C4, D1, D3, D4, D7, E1, E2, E3 and E5. Within each Strategic Site Option a proportion of the land is identified green space or for 'green' uses. For the purpose of assessing the transport and accessibility attributes of each Strategic Site Option, only the net developable areas for residential and employment use have been included. These areas of land are shown for each Strategic Site Option in **Appendix A**.
- 3.2. This section presents the new Strategic Site Option heat maps for each of the assessment criteria in Key Theme 1 (sustainable access). Due to the overlapping nature of the Strategic Site Options, the boundaries for a number of the Strategic Site Options are not shown specifically in the heat maps. However, the accompanying tables summarise the quantitative results separately for each of the fourteen Strategic Site Options.

Key Theme 1 Assessment Criteria

- 3.3. Potential access by non-motorised modes and public transport (Core Policy 10 in the adopted Wiltshire Core Strategy refers to this as 'accessibility by alternatives to the private car') has been assessed from the Strategic Site Options to the following six locations:
- Town centre (Town Hall) – Figure 3-1;
 - Railway station – Figure 3-2;
 - Secondary schools (Abbeyfield, Hardenhuish, Sheldon) – Figure 3-3;
 - Chippenham Community Hospital – Figure 3-4;
 - Existing employment areas within the Chippenham Community Area – Figure 3-5; and
 - Public transport (bus) corridors – Figure 3-6.
- 3.4. Access to each of the above locations is firstly assessed in isolation, by calculating the proportion of each Strategic Site Option within specified distance bands: Strong; Moderate; Weak; and Very Weak. Further detail on how these distance bands are defined is provided throughout this section. The individual criterion heat maps are then combined into a single heat map (Figure 3-7) and summary table (Table 3-7) to provide an overall Key Theme 1 assessment.
- 3.5. The single heat map and summary table, combining all six sustainable access criteria, has been created by the following process:
- Awarding scores to parts of Strategic Site Options in relation to their proximity to each of the six locations: 3 points to the parts classed as 'Strong'; 2 points for 'Moderate'; 1 point for 'Weak'; and 0 points for 'Very Weak'.
 - Overlaying the six heat maps to produce a large number of unique land areas, summing scores so that each land area has a score of between 0 and 18. In the actual assessment all land areas scored between 7 and 17.
 - Placing these unique land areas in rank order according to their scores.
 - Splitting the ranked list into four categories (quartiles), so that approximately one quarter of the total developable land area across all of the Strategic Site Options is within each quartile. In the actual assessment the scores associated with the quartiles for the Key Theme 1 overall assessment are:
 - 14-17: Strong;
 - 13: Moderate;
 - 12: Weak; and
 - 7-11: Very Weak.

Town Centre

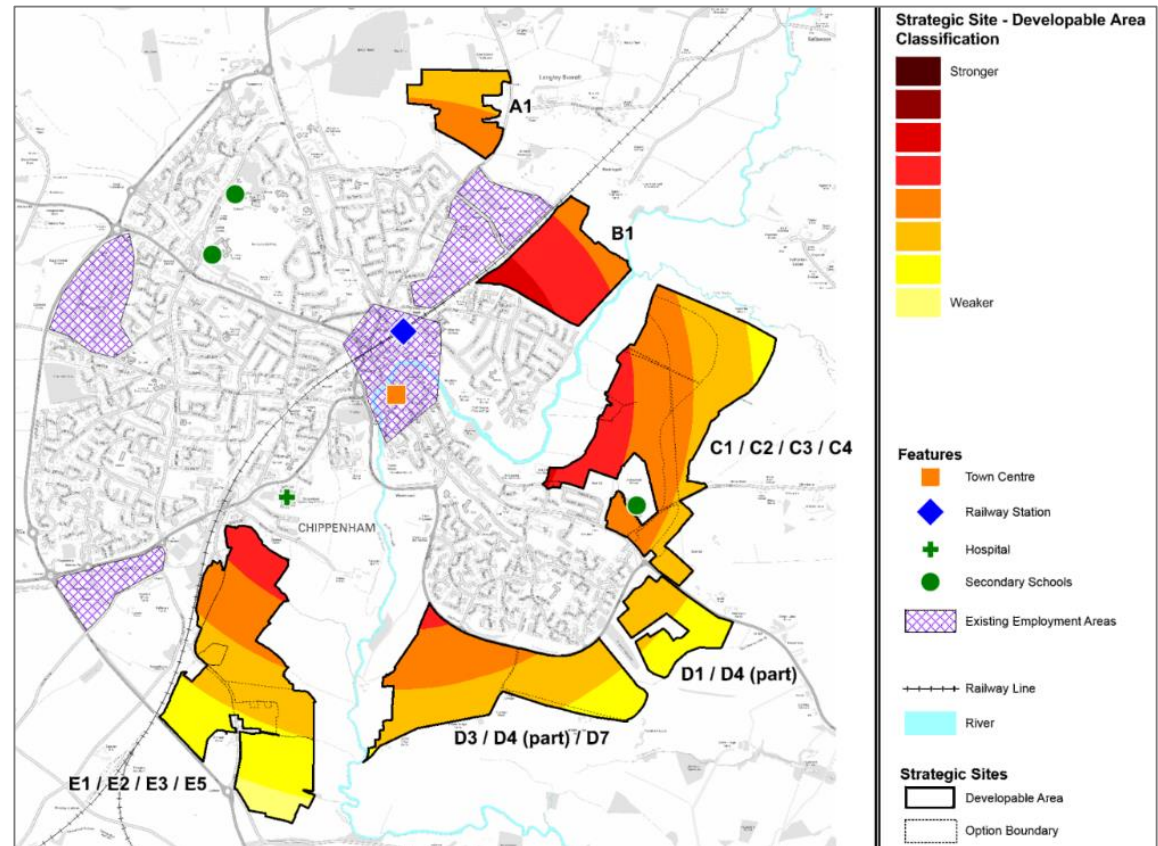
3.6. The ‘access to town centre’ heat map in **Figure 3-1** and the accompanying **Table 3-1** demonstrate that:

- Strategic Site Option B1 has the greatest development land area, both in percentage and absolute terms, within 1 mile of the town centre;
- Strategic Site Options A1, D1 and D4 have no development land area within 1 mile, while D1 and D4 have 40-60% (14-24 hectares) within the 1.5 to 2 miles (‘Weak’) category;
- Strategic Site Option E3 has the greatest land area (41 hectares) in the ‘Weak’ category; and
- All development land is within 2 miles of the town centre.

Table 3-1 Access to town centre

Strategic Site Option	Strong (0m-1600m / approx. 1 mile)	Moderate (1600m to 2400m / approx. 1 to 1.5 miles)	Weak (2400m to 3200m / approx. 1.5 to 2 miles)	Very Weak (>3200m / approx. >2 miles)
A1	0% (0ha)	100% (25ha)	0% (0ha)	0% (0ha)
B1	78% (32ha)	22% (9ha)	0% (0ha)	0% (0ha)
C1	33% (18ha)	67% (37ha)	0% (0ha)	0% (0ha)
C2	16% (18ha)	80% (90ha)	4% (5ha)	0% (0ha)
C3	33% (19ha)	67% (40ha)	0% (0ha)	0% (0ha)
C4	31% (19ha)	69% (43ha)	0% (0ha)	0% (0ha)
D1	0% (0ha)	44% (11ha)	56% (14ha)	0% (0ha)
D3	2% (2ha)	84% (68ha)	14% (11ha)	0% (0ha)
D4	0% (0ha)	57% (32ha)	43% (24ha)	0% (0ha)
D7	4% (2ha)	96% (46ha)	1% (0ha)	0% (0ha)
E1	19% (11ha)	57% (34ha)	24% (14ha)	0% (0ha)
E2	16% (11ha)	63% (45ha)	21% (15ha)	0% (0ha)
E3	12% (11ha)	46% (45ha)	42% (41ha)	0% (0ha)
E5	14% (11ha)	66% (55ha)	20% (16ha)	0% (0ha)

Figure 3-1 Access to town centre



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Railway Station

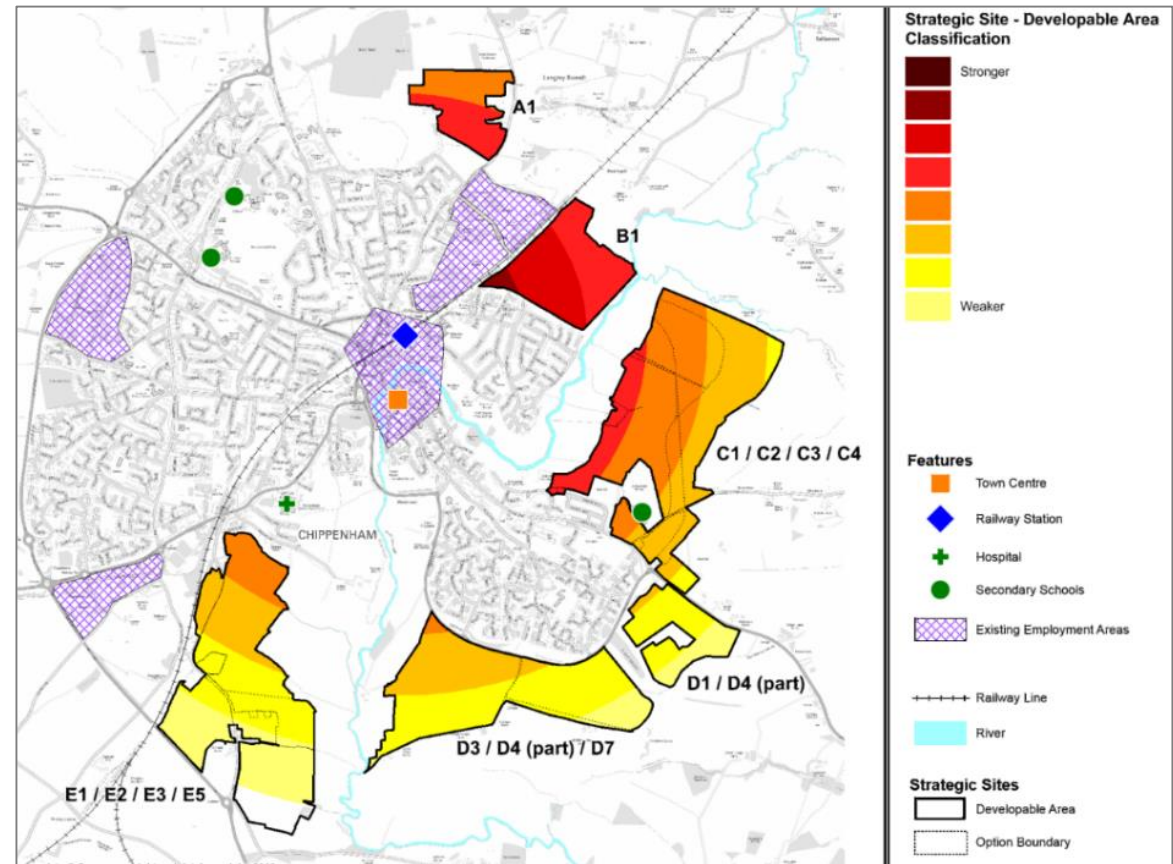
3.7. The 'access to railway station' heat map in **Figure 3-2** and the accompanying **Table 3-2** demonstrate that:

- Strategic Site Option B1 has the greatest development land area, both in percentage and absolute terms, within 1 mile of the railway station;
- Eight Strategic Site Options have no development land area within 1 mile of the station (D1, D3, D4, D7, E1, E2, E3 and E5); and
- Four of these Strategic Site Options (D1, D3, D4 and E3) have over two-thirds of development land area classed as 'Weak' or 'Very Weak' (more than 1.5 miles from the railway station).

Table 3-2 Access to railway station

Strategic Site Option	Strong (0m-1600m / approx. 1 mile)	Moderate (1600m to 2400m / approx. 1 to 1.5 miles)	Weak (2400m to 3200m / approx. 1.5 to 2 miles)	Very Weak (>3200m / approx. >2 miles)
A1	54% (13ha)	46% (11ha)	0% (0ha)	0% (0ha)
B1	100% (41ha)	0% (0ha)	0% (0ha)	0% (0ha)
C1	26% (14ha)	74% (41ha)	0% (0ha)	0% (0ha)
C2	13% (15ha)	85% (96ha)	2% (2ha)	0% (0ha)
C3	25% (15ha)	71% (42ha)	3% (2ha)	0% (0ha)
C4	25% (16ha)	75% (47ha)	0% (0ha)	0% (0ha)
D1	0% (0ha)	5% (1ha)	95% (24ha)	0% (0ha)
D3	0% (0ha)	33% (27ha)	67% (54ha)	0% (0ha)
D4	0% (0ha)	5% (3ha)	95% (54ha)	0% (0ha)
D7	0% (0ha)	53% (26ha)	47% (22ha)	0% (0ha)
E1	0% (0ha)	49% (29ha)	51% (30ha)	0% (0ha)
E2	0% (0ha)	42% (29ha)	58% (41ha)	0% (0ha)
E3	0% (0ha)	30% (29ha)	60% (59ha)	9% (9ha)
E5	0% (0ha)	41% (34ha)	59% (49ha)	0% (0ha)

Figure 3-2 Access to railway station



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Secondary Schools

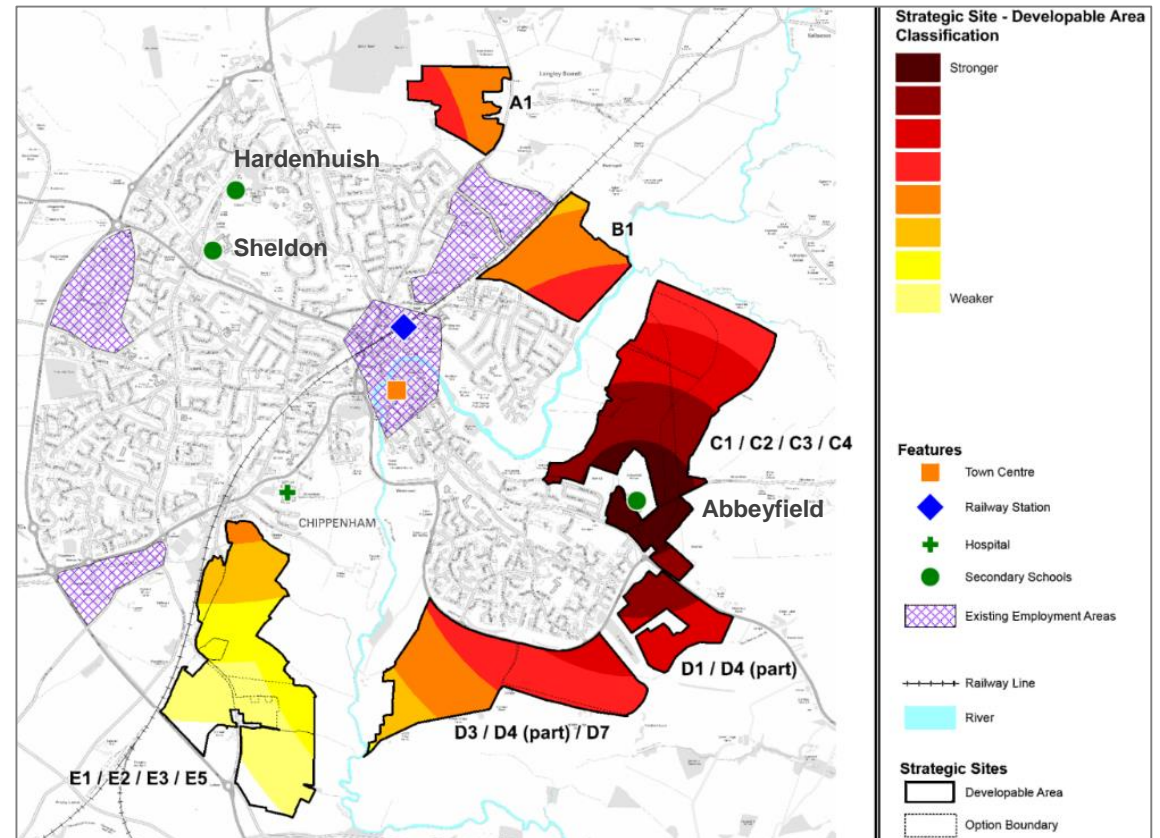
3.8. The 'access to secondary schools' heat map in **Figure 3-3** and accompanying **Table 3-3** demonstrate that:

- Six Strategic Site Options (C1, C2, C3, C4, D1 and D4) have 100% of development land area within 1 mile of a secondary school (Abbeyfield School). Strategic Site Option C1 has the largest absolute area of land (113 hectares) within 1 mile; and
- Strategic Site Options E1, E2, E3 and E5 have no development land within 1 mile of a secondary school. Strategic Site Option E3 has 81% of development land (79 hectares) classed as 'Weak' or 'Very Weak', at more than 1.5 miles from a secondary school.

Table 3-3 Access to secondary schools

Strategic Site Option	Strong (0m-1600m / approx. 1 mile)	Moderate (1600m to 2400m / approx. 1 to 1.5 miles)	Weak (2400m to 3200m / approx. 1.5 to 2 miles)	Very Weak (>3200m / approx. >2 miles)
A1	37% (9ha)	63% (16ha)	0% (0ha)	0% (0ha)
B1	33% (13ha)	67% (28ha)	0% (0ha)	0% (0ha)
C1	100% (55ha)	0% (0ha)	0% (0ha)	0% (0ha)
C2	100% (113ha)	0% (0ha)	0% (0ha)	0% (0ha)
C3	100% (59ha)	0% (0ha)	0% (0ha)	0% (0ha)
C4	100% (62ha)	0% (0ha)	0% (0ha)	0% (0ha)
D1	100% (26ha)	0% (0ha)	0% (0ha)	0% (0ha)
D3	57% (47ha)	43% (34ha)	0% (0ha)	0% (0ha)
D4	100% (57ha)	0% (0ha)	0% (0ha)	0% (0ha)
D7	28% (13ha)	71% (34ha)	1% (0ha)	0% (0ha)
E1	0% (0ha)	32% (19ha)	62% (37ha)	6% (4ha)
E2	0% (0ha)	27% (19ha)	68% (48ha)	5% (4ha)
E3	0% (0ha)	19% (19ha)	73% (71ha)	8% (8ha)
E5	0% (0ha)	27% (23ha)	68% (57ha)	4% (4ha)

Figure 3-3 Access to secondary schools



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Community Hospital

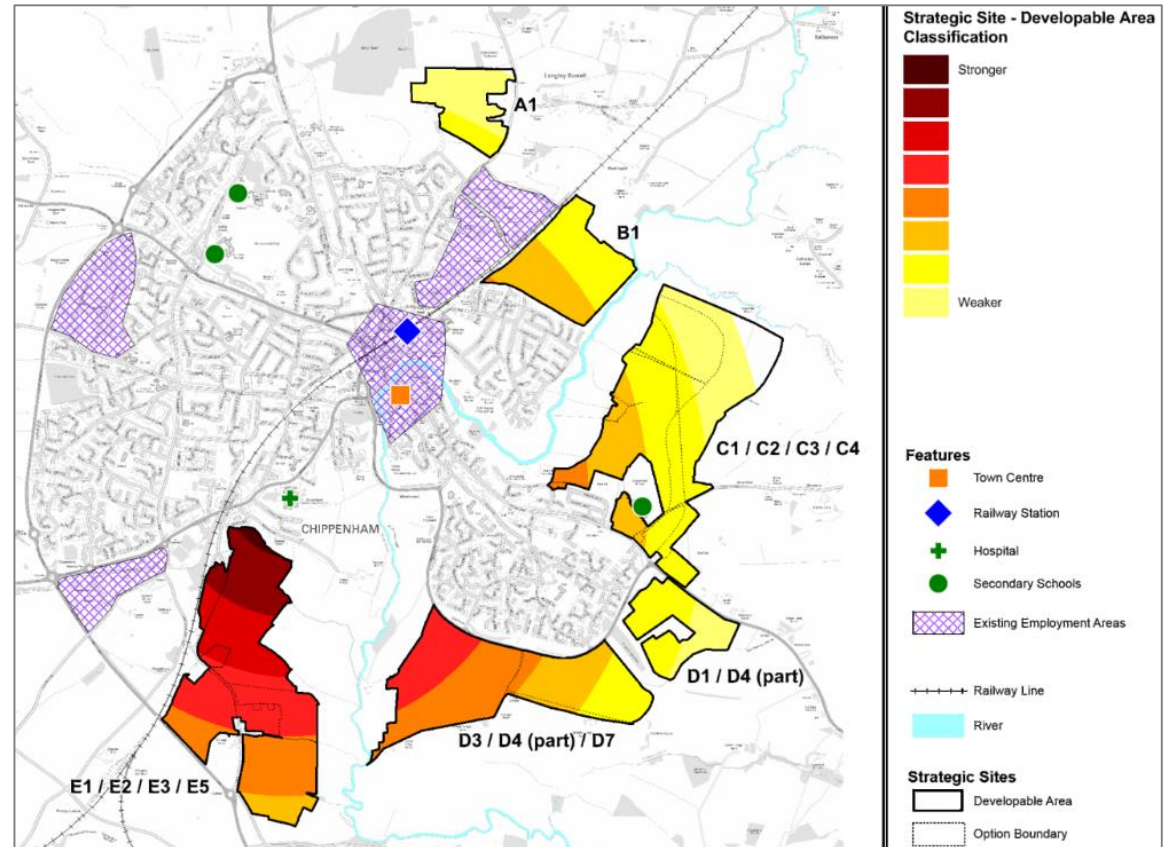
3.9. The 'access to Chippenham Community Hospital' heat map in **Figure 3-4** and accompanying **Table 3-4** demonstrate that:

- Strategic Site Options E1, E2, E3 and E5 have the greatest development land area, in percentage and absolute terms, within 1 mile of the Community Hospital. Strategic Site Option E5 has the most, at 91% (75 hectares) of land; and
- Eight Strategic Site Options have no development land within 1 mile of the Community Hospital. Strategic Site Option C2 has 80% (91 hectares) classed as 'Weak' or 'Very Weak' at more than 1.5 miles from the Community Hospital.

Table 3-4 Access to Chippenham Community Hospital

Strategic Site Option	Strong (0m-1600m / approx. 1 mile)	Moderate (1600m to 2400m / approx. 1 to 1.5 miles)	Weak (2400m to 3200m / approx. 1.5 to 2 miles)	Very Weak (>3200m / approx. >2 miles)
A1	0% (0ha)	0% (0ha)	99% (25ha)	1% (0ha)
B1	0% (0ha)	45% (18ha)	55% (23ha)	0% (0ha)
C1	0% (0ha)	39% (21ha)	61% (34ha)	0% (0ha)
C2	0% (0ha)	19% (22ha)	73% (83ha)	7% (8ha)
C3	0% (0ha)	39% (23ha)	61% (36ha)	0% (0ha)
C4	0% (0ha)	29% (18ha)	71% (44ha)	0% (0ha)
D1	0% (0ha)	1% (0ha)	99% (26ha)	0% (0ha)
D3	23% (19ha)	60% (49ha)	16% (13ha)	0% (0ha)
D4	0% (0ha)	33% (18ha)	67% (38ha)	0% (0ha)
D7	39% (19ha)	61% (29ha)	0% (0ha)	0% (0ha)
E1	88% (52ha)	12% (7ha)	0% (0ha)	0% (0ha)
E2	89% (63ha)	11% (8ha)	0% (0ha)	0% (0ha)
E3	65% (63ha)	35% (34ha)	0% (0ha)	0% (0ha)
E5	91% (75ha)	9% (8ha)	0% (0ha)	0% (0ha)

Figure 3-4 Access to Chippenham Community Hospital



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Existing Employment Areas

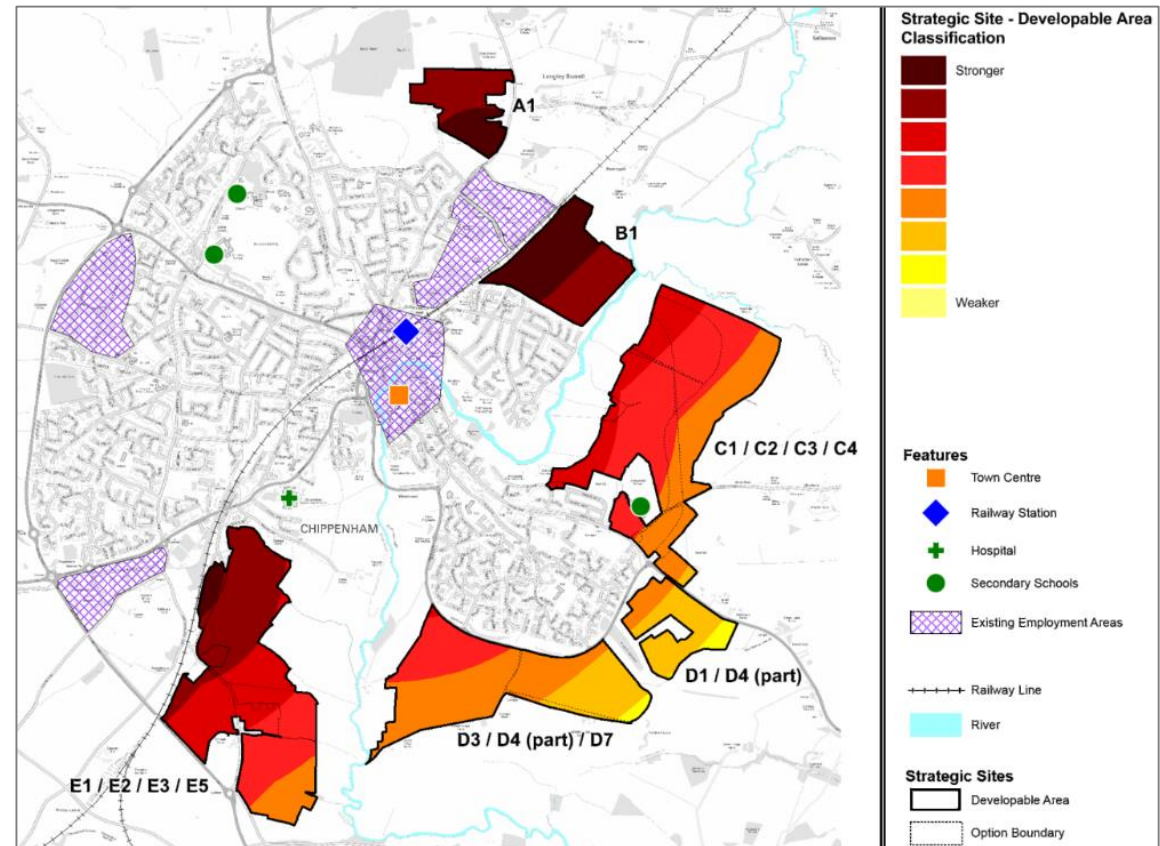
3.10. The 'access to existing employment areas' heat map in **Figure 3-5** and accompanying **Table 3-5** demonstrate that:

- Strategic Site Options A1, B1, E1, E2 and E5 have 100% of development land within 1 mile of an existing employment area. Of these, Strategic Site Option E3 provides the greater land area in absolute terms, at 87 hectares;
- Strategic Site Option E3 has a lower percentage (89%) of development land within 1 mile of existing employment areas, but the highest area in absolute terms (87 hectares); and
- Strategic Site Options D1 and D4 have no development land within 1 mile of an existing employment area.

Table 3-5 Access to existing employment areas

Strategic Site Option	Strong (0m-1600m / approx. 1 mile)	Moderate (1600m to 2400m / approx. 1 to 1.5 miles)	Weak (2400m to 3200m / approx. 1.5 to 2 miles)	Very Weak (>3200m / approx. >2 miles)
A1	100% (25ha)	0% (0ha)	0% (0ha)	0% (0ha)
B1	100% (41ha)	0% (0ha)	0% (0ha)	0% (0ha)
C1	84% (46ha)	16% (9ha)	0% (0ha)	0% (0ha)
C2	69% (78ha)	31% (35ha)	0% (0ha)	0% (0ha)
C3	73% (43ha)	27% (16ha)	0% (0ha)	0% (0ha)
C4	98% (61ha)	2% (1ha)	0% (0ha)	0% (0ha)
D1	0% (0ha)	89% (23ha)	11% (3ha)	0% (0ha)
D3	23% (18ha)	75% (61ha)	2% (2ha)	0% (0ha)
D4	0% (0ha)	92% (52ha)	8% (5ha)	0% (0ha)
D7	38% (18ha)	62% (30ha)	0% (0ha)	0% (0ha)
E1	100% (60ha)	0% (0ha)	0% (0ha)	0% (0ha)
E2	100% (71ha)	0% (0ha)	0% (0ha)	0% (0ha)
E3	89% (87ha)	11% (11ha)	0% (0ha)	0% (0ha)
E5	100% (83ha)	0% (0ha)	0% (0ha)	0% (0ha)

Figure 3-5 Access to existing employment areas



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Public Transport (Bus) Corridors

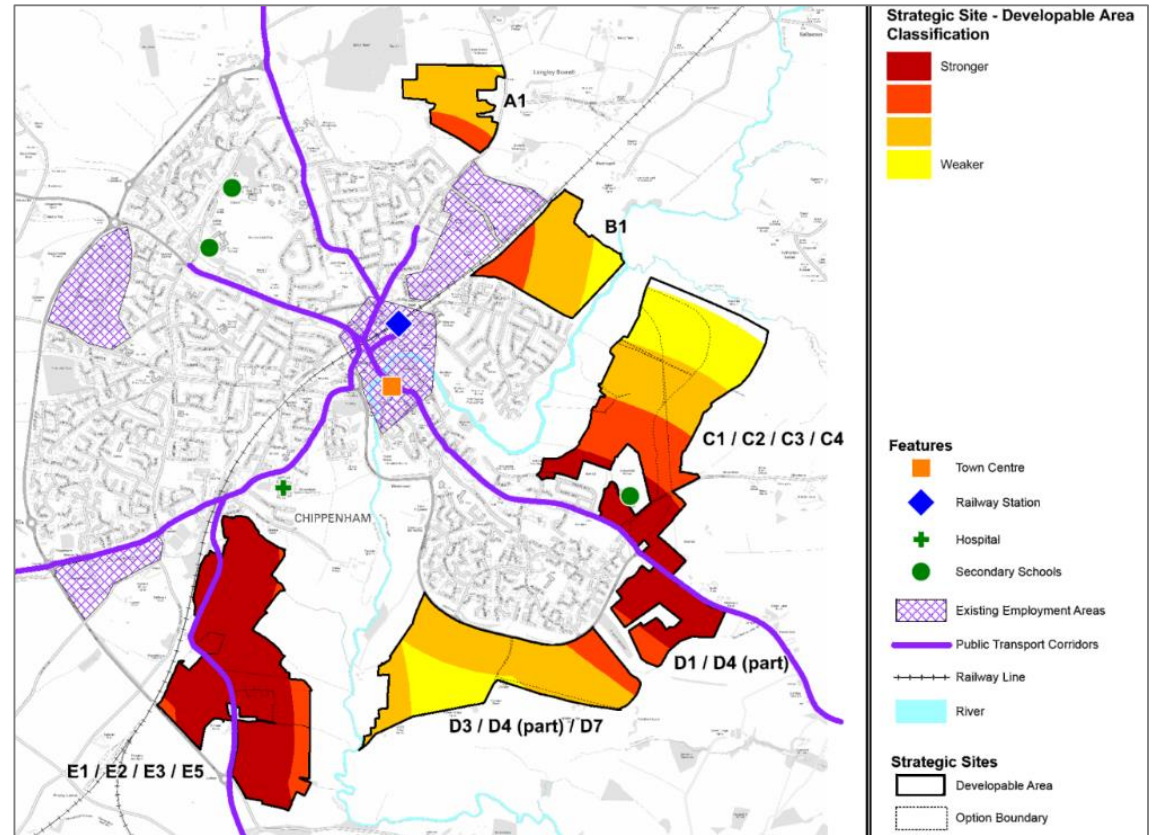
3.11. The heat map in **Figure 3-6** and accompanying **Table 3-6** demonstrate that:

- Strategic Site Options D1, E1, E2, E3 and E5 all have more than 80% of development land within 400 metres (1/4 mile) of a main bus corridor. Of these, the greatest absolute land area is provided by Strategic Site Option E3 (86 hectares);
- Strategic Site Options A1, B1, D3 and D7 have no land within 400 metres (1/4 mile) of a main bus corridor; and
- Strategic Site Option C2 has the greatest land area (41 hectares) classed as 'Weak' or 'Very Weak', at more than 1200 metres (3/4 mile) of a main bus corridor.

Table 3-6 Public Transport (bus) Corridors

Strategic Site Option	Strong (0m to 400m / approx. ¼ mile or 5 mins walk)	Moderate (400m to 1200m / approx. ¾ mile or 15 mins walk)	Weak (1200m to 1600m / approx. 1 mile or 20 mins walk)	Very Weak (>1600m / approx. 1 mile or >20 mins walk)
A1	0% (0ha)	99% (25ha)	1% (0ha)	0% (0ha)
B1	0% (0ha)	85% (35ha)	15% (6ha)	0% (0ha)
C1	27% (15ha)	65% (36ha)	8% (4ha)	0% (0ha)
C2	15% (18ha)	49% (55ha)	31% (35ha)	5% (6ha)
C3	36% (22ha)	64% (38ha)	0% (0ha)	0% (0ha)
C4	10% (6ha)	60% (37ha)	30% (19ha)	0% (0ha)
D1	81% (21ha)	19% (5ha)	0% (0ha)	0% (0ha)
D3	0% (0ha)	76% (62ha)	24% (19ha)	0% (0ha)
D4	37% (21ha)	62% (35ha)	1% (0ha)	0% (0ha)
D7	0% (0ha)	62% (30ha)	38% (18ha)	0% (0ha)
E1	97% (58ha)	3% (2ha)	0% (0ha)	0% (0ha)
E2	92% (65ha)	8% (6ha)	0% (0ha)	0% (0ha)
E3	89% (86ha)	11% (11ha)	0% (0ha)	0% (0ha)
E5	93% (77ha)	7% (6ha)	0% (0ha)	0% (0ha)

Figure 3-6 Public transport (bus) corridors



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Overall Assessment of Key Theme 1

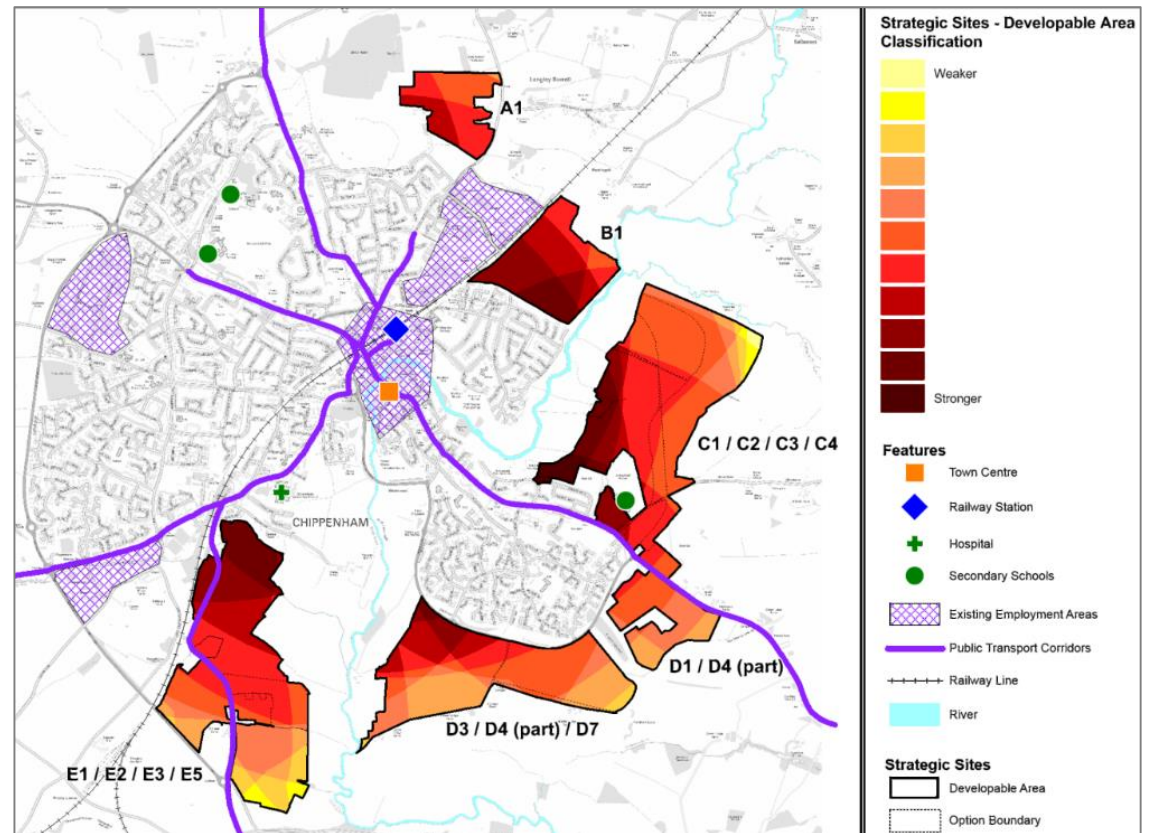
3.12. The method for combining the sustainable access criteria into a single assessment for Key Theme 1 is explained in para. 3.5. The overall assessment is illustrated in **Figure 3-7** and quantified in **Table 3-7**. The assessment shows that:

- Strategic Site Option B1 has the greatest percentage (95%) of land classed as ‘Strong’ or ‘Moderate’ for sustainable access;
- Strategic Site Options D1 and D4 have the lowest percentage (5%) of land classed as ‘Strong’ or ‘Moderate’.

Table 3-7 Overall comparative assessment of Key Theme 1

Strategic Site Option	Strong	Moderate	Weak	Very Weak
A1*	24% (6ha)	44% (11ha)	31% (8ha)	1% (0ha)
B1*	78% (32ha)	17% (7ha)	5% (2ha)	0% (0ha)
C1*	45% (25ha)	42% (23ha)	13% (7ha)	0% (0ha)
C2	22% (25ha)	28% (31ha)	37% (42ha)	13% (15ha)
C3*	45% (26ha)	45% (27ha)	10% (6ha)	0% (0ha)
C4*	35% (22ha)	34% (21ha)	30% (19ha)	0% (0ha)
D1	0% (0ha)	5% (1ha)	34% (9ha)	61% (16ha)
D3	19% (16ha)	11% (9ha)	27% (22ha)	43% (35ha)
D4	0% (0ha)	5% (3ha)	45% (25ha)	51% (29ha)
D7	33% (16ha)	15% (7ha)	10% (5ha)	42% (20ha)
E1*	49% (29ha)	27% (16ha)	12% (7ha)	12% (7ha)
E2*	41% (29ha)	33% (23ha)	15% (11ha)	11% (8ha)
E3	30% (29ha)	24% (23ha)	11% (11ha)	35% (34ha)
E5*	41% (34ha)	35% (29ha)	15% (12ha)	9% (8ha)

Figure 3-7 Key Theme 1 heat map – sustainable access



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

3.13. Using the same assessment threshold as in the original Part 1 transport evidence, the Strategic Site Options marked with an asterisk (*) in Table 3-7 are considered to demonstrate the most favourable sustainable access attributes⁸. These Strategic Site Options are therefore placed within the Key Theme 1 circle on the final Venn diagram in Section 6.

⁸ For the purpose of this analysis, Strategic Site Options with more than 10% of development land classed as strong, and more than two-thirds classed as either strong or moderate, are considered to demonstrate this attribute.

4. Key Theme 2 – Highway Access

- 4.1. Wiltshire Council has proposed fourteen Strategic Site Options, referenced in all documentation as Strategic Site Options A1, B1, C1, C2, C3, C4, D1, D3, D4, D7, E1, E2, E3 and E5. Within each Strategic Site Option a proportion of the land is identified green space or for 'green' uses. For the purpose of assessing the transport and accessibility attributes of each Strategic Site Option, only the net developable areas for residential and employment use have been included. These areas of land are shown for each Strategic Site Option in **Appendix A**.
- 4.2. This section presents the new Strategic Site Option heat maps for the assessment criteria under Key Theme 2 (highway access). Due to the overlapping nature of the Strategic Site Options, the boundaries for a number of the Strategic Site Options are not shown specifically in the heat maps. However, the accompanying tables summarise the quantitative results separately for each of the fourteen Strategic Site Options.

Assessment Criteria

- 4.3. The highway access attributes of Strategic Site Options have been assessed by considering:
- Proximity to congested corridors where mitigation is considered to be challenging (due to physical constraints) – Figure 4-1; and
 - Potential access from the Primary Route Network (PRN), the A350 – Figure 4-2.
- 4.4. These two assessments have then been combined to provide an overall assessment for Key Theme 2. The single heat map (Figure 4-3) and summary table (Table 4-3), combining both criteria, has been created by the following process:
- Awarding scores to parts of Strategic Site Options, separately for each criteria: 3 points to the parts classed as 'Strong'; 2 points for 'Moderate'; 1 point for 'Weak'; and 0 points for 'Very Weak'.
 - Overlaying the two heat maps to produce a number of unique land areas, summing scores so that each land area has a score of between 0 and 6.
 - Splitting the unique land areas into four categories (quartiles), so that approximately one quarter of the total developable land area across all of the Strategic Site Options is within each quartile. In the actual assessment the scores associated with the quartiles for the Key Theme 2 overall assessment are:
 - 4-6: Strong;
 - 3: Moderate;
 - 2: Weak; and
 - 0-1: Very Weak.

Network Impacts

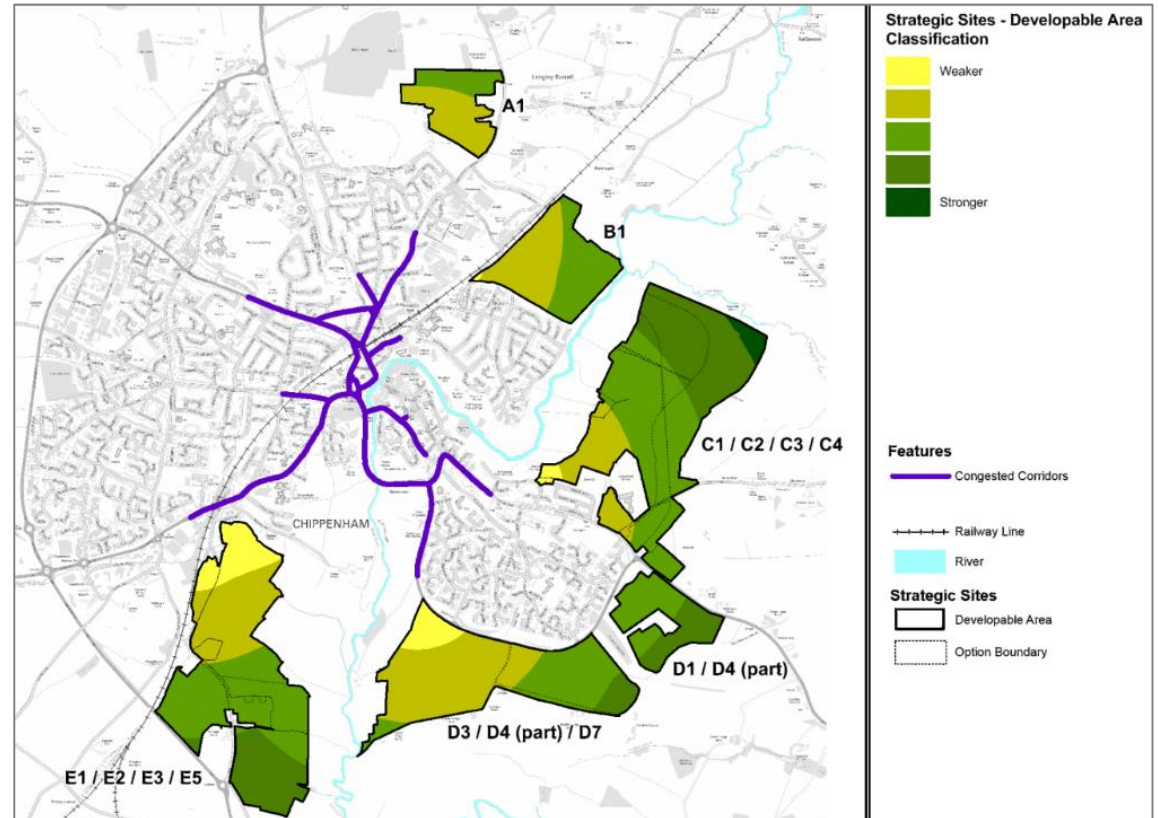
4.5. The proximity of the Strategic Site Options to congested corridors, where mitigating the impacts of that congestion would be challenging due to physical constraints, is illustrated in **Figure 4-1** and quantified in **Table 4-1**. The assessment demonstrates:

- There is relatively little difference between the Strategic Site Options, due to the wide extent of the congested corridors;
- Strategic Site Option D1 is the most distant, with no development land within 1000 metres of a congested corridor. Strategic Site Options A1 and D4 have no development land within 500 metres of a congested corridor; and
- Although Strategic Site Options E1, E2, E3 and E5 have the greatest proportion of land within 500 metres, this is a relatively small amount (<18% or <13 hectares).

Table 4-1 Proximity to congested corridors

Strategic Site Option	Strong (>1500m)	Moderate (1000 to 1500m)	Weak (500m to 1000m)	Very Weak (<500m)
A1	0% (0ha)	34% (8ha)	66% (16ha)	0% (0ha)
B1	0% (0ha)	49% (20ha)	50% (21ha)	1% (0ha)
C1	3% (2ha)	64% (35ha)	30% (16ha)	3% (2ha)
C2	38% (43ha)	46% (51ha)	15% (16ha)	2% (2ha)
C3	0% (0ha)	67% (40ha)	30% (18ha)	2% (1ha)
C4	28% (18ha)	48% (30ha)	21% (13ha)	2% (1ha)
D1	43% (11ha)	57% (15ha)	0% (0ha)	0% (0ha)
D3	7% (5ha)	30% (25ha)	54% (44ha)	9% (8ha)
D4	29% (16ha)	62% (35ha)	9% (5ha)	0% (0ha)
D7	0% (0ha)	5% (2ha)	80% (38ha)	16% (8ha)
E1	1% (1ha)	42% (25ha)	39% (23ha)	18% (11ha)
E2	1% (1ha)	51% (36ha)	33% (23ha)	15% (11ha)
E3	23% (22ha)	43% (42ha)	24% (23ha)	11% (11ha)
E5	1% (1ha)	50% (42ha)	33% (27ha)	16% (13ha)

Figure 4-1 Proximity to congested corridors



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Potential Access from Primary Route Network (PRN)

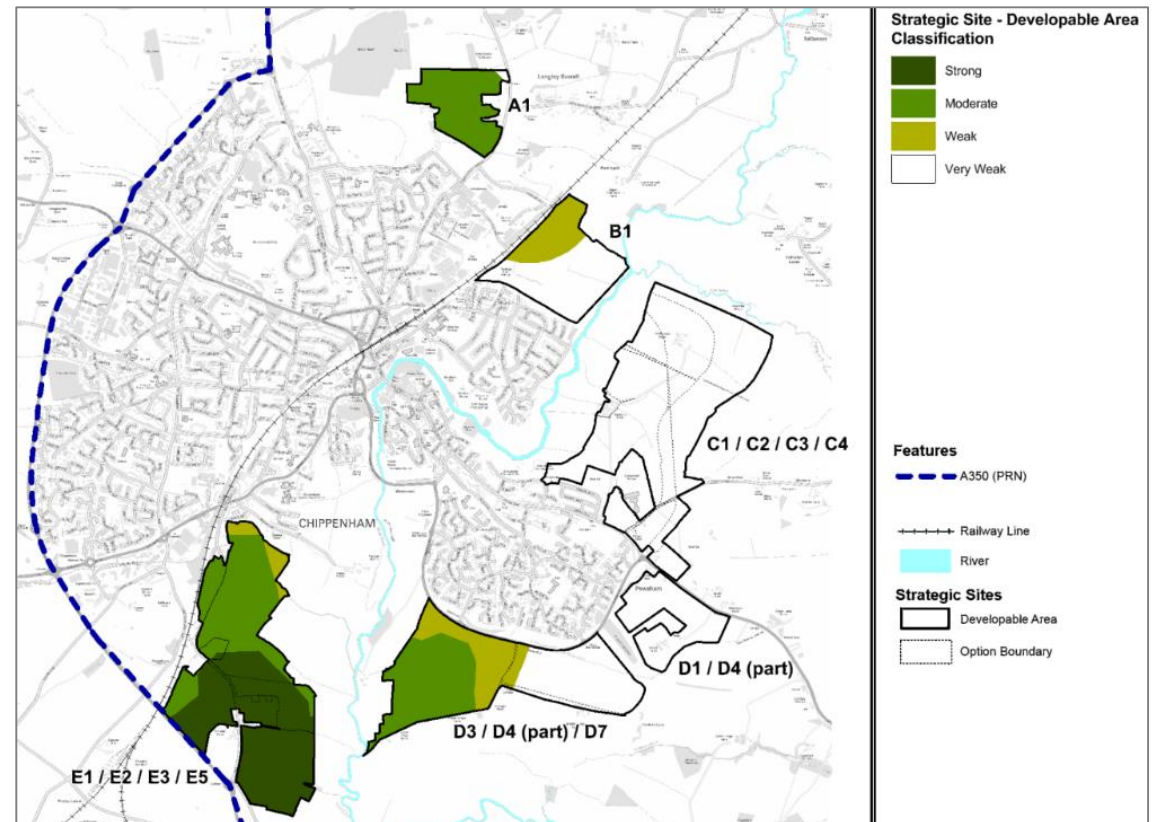
4.6. The proximity of the Strategic Site Options to the designated PRN (A350) is illustrated in **Figure 4-2** and quantified in **Table 4-2**. The assessment shows that:

- Six Strategic Site Options (C1, C2, C3, C4, D1 and D4) have nearly all their development land (at least 96%) more than 2500 metres from the A350;
- Strategic Site Option E3 provides the greatest amount of land, in percentage and absolute terms, within 1000 metres of the A350; and
- Strategic Site Options E1, E2, E3 and E5 have more than one third of their development land within 1000 metres of the PRN.

Table 4-2 Potential access to PRN

Strategic Site Option	Strong (<1000m)	Moderate (1000 to 2000m)	Weak (2000m to 2500m)	Very Weak (>2500m)
A1	0% (0ha)	98% (24ha)	0% (0ha)	2% (0ha)
B1	0% (0ha)	0% (0ha)	32% (13ha)	68% (28ha)
C1	0% (0ha)	0% (0ha)	0% (0ha)	100% (55ha)
C2	0% (0ha)	0% (0ha)	0% (0ha)	100% (113ha)
C3	0% (0ha)	0% (0ha)	0% (0ha)	100% (59ha)
C4	0% (0ha)	0% (0ha)	0% (0ha)	100% (62ha)
D1	0% (0ha)	0% (0ha)	0% (0ha)	100% (26ha)
D3	0% (0ha)	40% (32ha)	23% (19ha)	37% (30ha)
D4	0% (0ha)	0% (0ha)	4% (2ha)	96% (54ha)
D7	0% (0ha)	67% (32ha)	33% (16ha)	0% (0ha)
E1	34% (20ha)	58% (35ha)	8% (4ha)	0% (0ha)
E2	43% (30ha)	51% (36ha)	6% (4ha)	0% (0ha)
E3	59% (57ha)	37% (36ha)	5% (4ha)	0% (0ha)
E5	44% (36ha)	51% (42ha)	5% (5ha)	0% (0ha)

Figure 4-2 Potential access to PRN



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

Overall Assessment of Key Theme 2

4.7. The method for combining the sustainable access criteria into a single assessment for Key Theme 2 is explained in para. 4.4. The overall assessment is illustrated in **Figure 4-3** and quantified in **Table 4-3**. The assessment shows that:

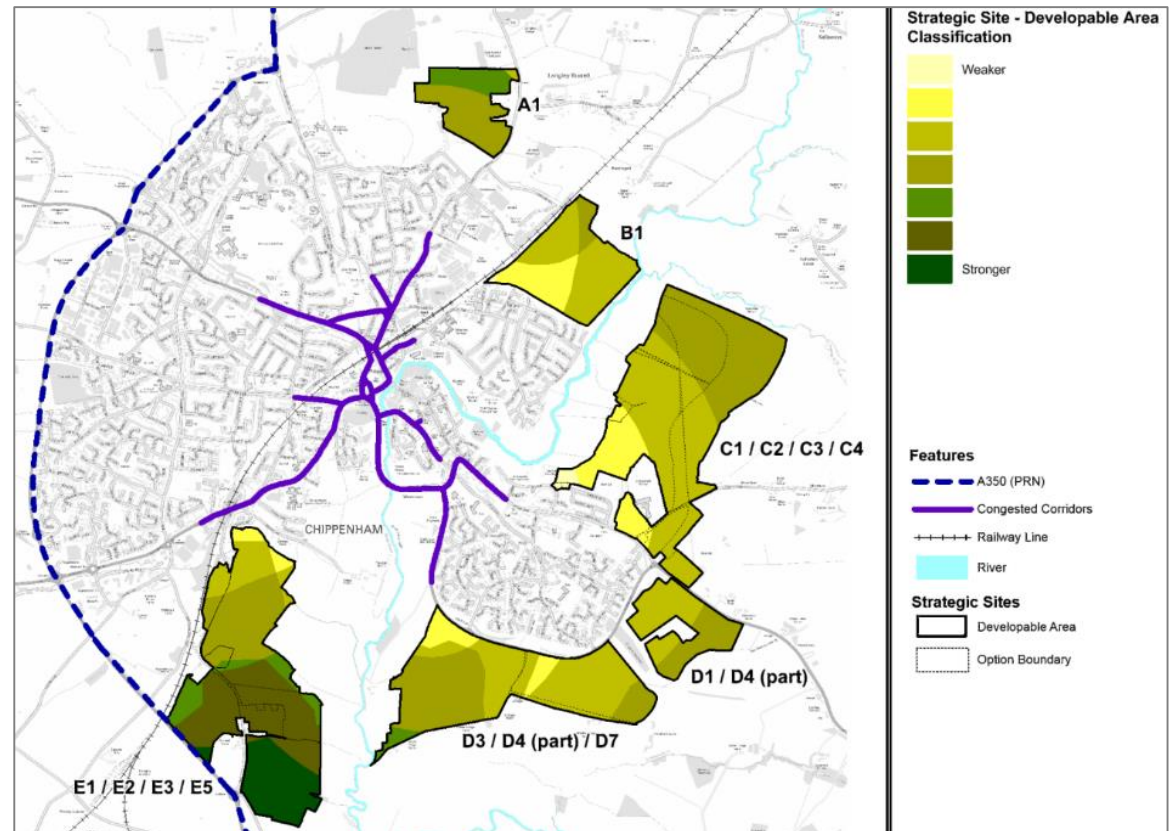
- Strategic Site Option E3 has the greatest percentage (66%) and absolute land area (65 hectares) classed as 'Strong'; and
- Seven Strategic Site Options (B1, C1, C2, C3, C4, D1 and D4) have no land classed as 'Strong'.

Table 4-3 Overall comparative assessment of Key Theme 2

Strategic Site Option	Strong	Moderate	Weak	Very Weak
A1*	32% (8ha)	66% (16ha)	2% (0ha)	0% (0ha)
B1	0% (0ha)	8% (3ha)	64% (26ha)	28% (11ha)
C1	0% (0ha)	3% (2ha)	64% (35ha)	33% (18ha)
C2	0% (0ha)	38% (43ha)	46% (51ha)	16% (18ha)
C3	0% (0ha)	0% (0ha)	67% (40ha)	33% (19ha)
C4	0% (0ha)	28% (18ha)	48% (30ha)	23% (14ha)
D1	0% (0ha)	43% (11ha)	57% (15ha)	0% (0ha)
D3	3% (2ha)	41% (33ha)	47% (38ha)	10% (8ha)
D4	0% (0ha)	29% (16ha)	66% (38ha)	5% (3ha)
D7	5% (2ha)	57% (28ha)	27% (13ha)	11% (5ha)
E1*	45% (27ha)	35% (21ha)	15% (9ha)	5% (3ha)
E2*	54% (38ha)	29% (21ha)	12% (9ha)	4% (3ha)
E3*	66% (65ha)	21% (21ha)	9% (9ha)	3% (3ha)
E5*	41% (34ha)	35% (29ha)	15% (12ha)	9% (8ha)

⁹ For the purpose of this analysis, Strategic Site Options with more than 10% of development land classed as strong, and more than two-thirds classed as either strong or moderate are considered to demonstrate this attribute.

Figure 4-3 Key Theme 2 heat map – highway access



The specific locations and boundaries for each Strategic Site Option are shown in Appendix A.

4.8. Using the same assessment threshold as in the original Part 1 transport and accessibility evidence, the Strategic Site Options marked with an asterisk (*) in Table 4-3 are considered to demonstrate the most favourable highway access attributes⁹. These Strategic Site Options are therefore placed within the Key Theme 2 circle on the final Venn diagram in Section 6.

5. Key Theme 3 - Wider Transport Opportunities

- 5.1. This section presents the wider transport opportunities assessment for each Strategic Site Option. The assessment questions and qualitative scoring approach remain identical to the original Part 1 transport and accessibility evidence submitted to the Examination (CEPS/04) in 2015. However the analysis is now at the smaller Strategic Site Option (rather than Strategic Area) geographical scale.
- 5.2. The wider transport opportunities assessment, as set out in **Table 5-1**, relates only to the impacts that development within each Strategic Site Option could have, in transport and accessibility terms, on **existing communities**. The three assessment questions are:
- Highway network resilience:** Could development and associated infrastructure at Strategic Site Option X be potentially beneficial in terms of journey times, reliability and highway network resilience to *existing Chippenham residents and businesses*?
 - Non-motorised modes of travel:** Could development in Strategic Site Option X potentially provide new attractive walking and cycling links that help to increase the use of these active modes among *existing residents*?¹⁰
 - Public transport accessibility:** Could development in Strategic Site Option X lead to improved public transport access for *existing Chippenham residents*, to employment, health, education and retail facilities?

Table 5-1 Overall assessment of Key Theme 3

Question Topic	A1	B1	C1	C2	C3	C4	D1	D3	D4	D7	E1	E2	E3	E5
(a) Highway network resilience	≡	✓	✓	✓	✓	✓	≡	✓	✓	✓	✓	✓	✓	✓
(b) Non-motorised modes of travel	≡	✓	✓✓	✓✓	✓✓	✓✓	≡	≡	≡	≡	≡	≡	≡	≡
(c) Public transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓✓
Overall Assessment (High, Medium, Low potential)	L	H	H	H	H	H	L	M	M	M	M	M	M	M
✓✓	High potential for existing communities to benefit from development in this Strategic Site Option													
✓	Some potential for existing communities to benefit from development in this Strategic Site Option													
≡	Benefits to existing communities are uncertain													

- 5.3. Comparing Table 5-1 with the original Key Theme 3 assessment in the Part 1 evidence (CEPS/04), key points to note are:
- Strategic Site Option A1 is a much smaller area to the original Strategic Area A and would be unlikely to provide associated infrastructure which improves highway network resilience for existing Chippenham residents and businesses.
 - A similar issue exists for Strategic Site Option D1, as development in this site would also be unlikely to provide associated infrastructure which improves highway network resilience. In particular Strategic Site Option D1 would be unlikely to be located on any potential future Southern Link Road alignment. In contrast, Strategic Site Options D3, D4 (which incorporates D1 into a larger development site) and D7 would have some potential to provide infrastructure which improves overall highway network resilience for existing residents and businesses.
 - It is acknowledged that there is at least some potential for all Strategic Site Options to provide for improved bus services.
- 5.4. Using the same approach as in the original Part 1 assessment, Strategic Site Options with a 'High' or 'Medium' likelihood of providing wider transport opportunities for existing communities are placed within the Key Theme 3 circle on the final Venn diagram in Section 6.

¹⁰ In order for new developments to be able to provide new attractive walking and cycling links for existing residents, those developments would need to be located on a direct route between existing trip generators (existing residential areas) and existing or new trip attractors (such as education, health, and retail services, or employment opportunities).

6. Summary

- 6.1. This section summarises the relative transport and accessibility strengths and weaknesses of each Strategic Site Option, based on the assessments presented in this Evidence Paper. The original Venn diagram has been updated with the fourteen Strategic Site Options.

Overall Assessment of Strategic Site Options

- 6.2. **Table 6-1** summarises the Strategic Site Option assessments for the three key themes. The same summary is also presented in the form of a Venn diagram in **Figure 6-1**. **This is a simplified overview of the many assessments in this Evidence Paper.** Strategic Site Options that are assessed as demonstrating favourable transport and accessibility attributes overall will still have some weaknesses. Similarly, Strategic Site Options that are assessed as weaker overall will still have some strengths. Specific details on these comparative strengths and weaknesses are contained throughout the Evidence Paper.

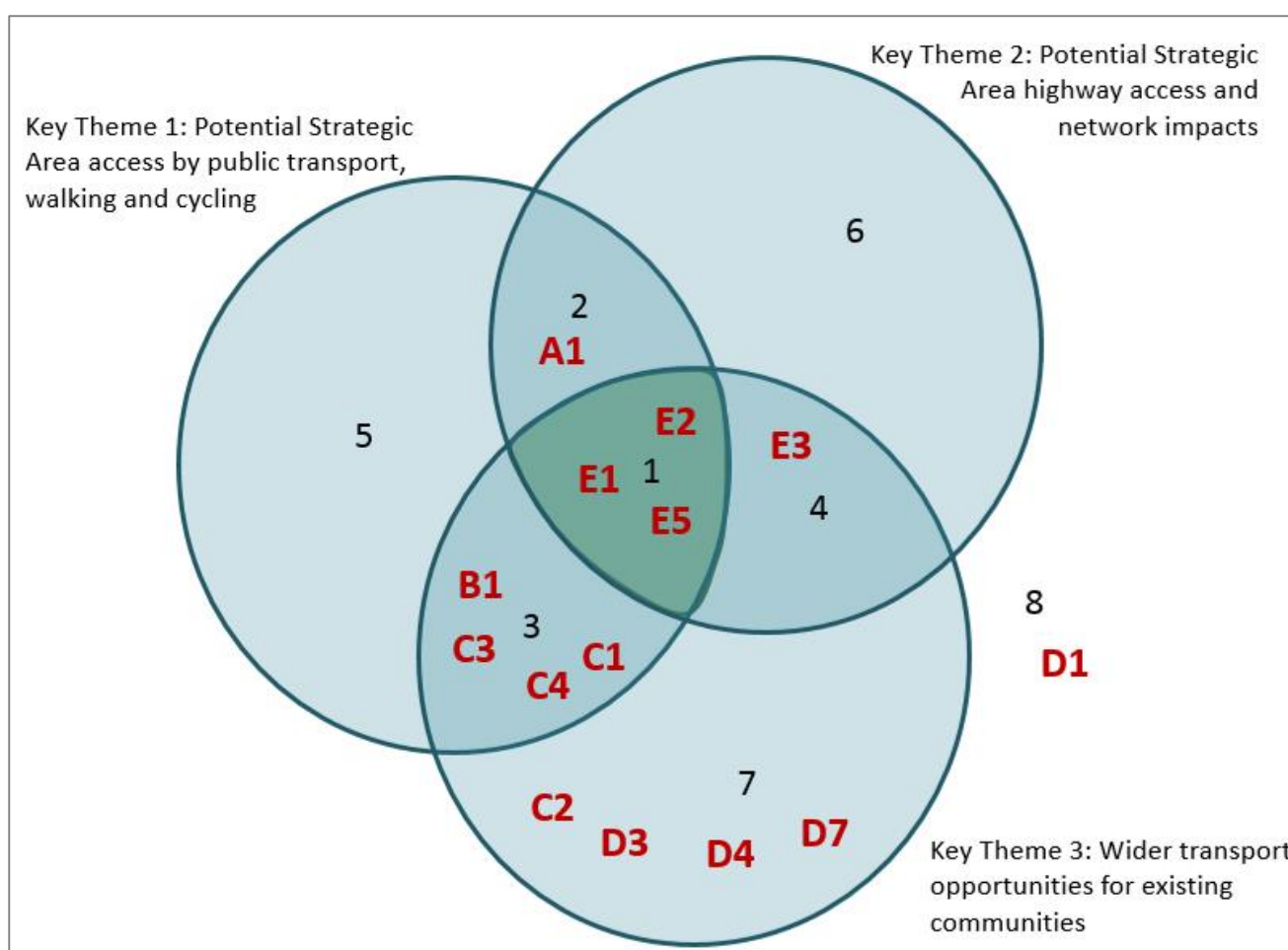
Table 6-1 Strategic Site Options assessment summary

Strategic Site Option	Assessment and location on Venn diagram			Location on Venn diagram ¹¹ in Figure 6-1
	Key Theme 1 – sustainable access (from Table 3-7)	Key Theme 2 – highway access (from Table 4-3)	Key Theme 3 – wider transport opportunities (from Table 5-1)	
A1	✓	✓	X	2
B1	✓	X	✓	3
C1	✓	X	✓	3
C2	X	X	✓	7
C3	✓	X	✓	3
C4	✓	X	✓	3
D1	X	X	X	8
D3	X	X	✓	7
D4	X	X	✓	7
D7	X	X	✓	7
E1	✓	✓	✓	1 (centre)
E2	✓	✓	✓	1 (centre)
E3	X	✓	✓	4
E5	✓	✓	✓	1 (centre)

¹¹ The Venn diagram location numbers relate to the numbered locations in Figure 6-1. They do not relate to any specific priority order.

- 6.3. The Venn diagram in **Figure 6-1** provides a visual representation of the overall transport and accessibility attributes for each of the Strategic Site Options (based on Table 6-1). Each of the three circles represents one of the three key themes / attribute sets, with the fourteen Strategic Site Option references placed to show which attributes they have potential to demonstrate.
- 6.4. For example, Strategic Site Options shown in location number three on the diagram are considered to demonstrate strong or moderate potential for sustainable access, as well as being likely to offer wider transport opportunities for existing communities. They are not considered to demonstrate strong or moderate highway access arrangements.
- 6.5. The Venn diagram can be used to aid site selection. Three Strategic Site Options (E1, E2 and E5) are shown to demonstrate all three attributes, while six other Strategic Site Options (A1, B1, C1, C3, C4 and E3) are shown to demonstrate two out of the three attributes. Alternatively, a sustainable transport focused selection might involve the eight Strategic Site Options within the Key Theme 1 circle (A1, B1, C1, C3, C4, E1, E2 and E5), while a highway focused selection might involve the five Strategic Site Options within the Key Theme 2 circle (A1, E1, E2, E3 and E5).

Figure 6-1 Strategic Site Options assessment – Venn diagram



- 6.6. In comparison to the Venn diagram in the original Part 1 evidence (replicated in Figure 2-1), the following can be noted from Figure 6-1:
- Strategic Site Option A1 (unlike Strategic Area A) is not located in the centre of the Venn diagram, as it is a much smaller area of land that is less likely to provide wider transport opportunities for existing Chippenham residents and businesses.
 - Strategic Site Option B1 remains in the same place as the previous Strategic Area B, as it is a broadly similar area of land.

- Strategic Site Options relating to the previous Strategic Area C are now split across two parts of the Venn diagram, with Strategic Site Options C1, C3 and C4 demonstrating strong or moderate potential for sustainable access. The much more extensive Strategic Site Option C2 is not considered to demonstrate this additional attribute.
- Strategic Site Options relating to the previous Strategic Area D are also now split across two parts of the Venn diagram, with Strategic Site Options D3, D4 and D7 demonstrating the potential to offer wider transport opportunities for existing communities. The smaller Strategic Site Option D1 is not considered to demonstrate this attribute.
- Three of the four Strategic Site Options relating to the previous Strategic Area E (E1, E2 and E5) remain in the centre of the Venn diagram. The more extensive Strategic Site Option E3 is not considered to demonstrate strong or moderate potential for sustainable access.

Strengths, Weaknesses and Opportunities

- 6.7. An overview of the strengths, weaknesses, and opportunities of each Strategic Site Option is provided in **Table 6-2**. This shows that Strategic Site Options which have been assessed as demonstrating favourable transport and accessibility attributes overall still have some potential weaknesses. Similarly, Strategic Site Options that are assessed as weaker overall still have some potential strengths.

Table 6-2 Strategic Site Options - strengths, weaknesses and opportunities

Strategic Site Option	Key Strengths	Key Weakness	Opportunities
A1	<ul style="list-style-type: none"> Proximity to employment (100% within 1 mile of Langley Park / Parsonage Way). More than 500 metres from any 'congested corridors where mitigation would be challenging'. 	<ul style="list-style-type: none"> Distance from Community Hospital (more than 1.5 miles). Beyond 400 metres from any main bus corridor. 	<ul style="list-style-type: none"> Some potential to improve bus service provision along the B4069 to/from the town centre.
B1	<ul style="list-style-type: none"> Proximity to town centre (78% within 1 mile), railway station (100% within 1 mile), employment (100% within 1 mile of Langley Park / Parsonage Way). 	<ul style="list-style-type: none"> Beyond 400 metres from any main bus corridor. More than 2000 metres from the A350. 	<ul style="list-style-type: none"> Some potential to improve the local highway network, walking and cycling routes between Monkton Park and Langley Park, and bus service provision via Monkton Park.
C1	<ul style="list-style-type: none"> One third of land area within 1 mile of town centre. Proximity to secondary schools (100% / 113 ha within 1 mile of Abbeyfield). 	<ul style="list-style-type: none"> More than 2500 metres from the A350. 	<ul style="list-style-type: none"> High potential to improve walking and cycling routes between Pewsham, Monkton Park and beyond. Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
C2	<ul style="list-style-type: none"> Proximity to secondary schools (100% within 1 mile of Abbeyfield). 	<ul style="list-style-type: none"> Distance from Community Hospital (80% more than 1.5 miles). More than one third of land area over ¾ mile from any main bus corridor. More than 2500 metres from the A350. 	<ul style="list-style-type: none"> High potential to improve walking and cycling routes between Pewsham, Monkton Park and beyond. Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
C3	<ul style="list-style-type: none"> One third of land area within 1 mile of town centre. Proximity to secondary schools (100% within 1 mile of Abbeyfield). 	<ul style="list-style-type: none"> More than 2500 metres from the A350. 	<ul style="list-style-type: none"> High potential to improve walking and cycling routes between Pewsham, Monkton Park and beyond. Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
C4	<ul style="list-style-type: none"> One third of land area within 1 mile of town centre. Proximity to secondary schools (100% within 1 mile of Abbeyfield). 	<ul style="list-style-type: none"> More than 2500 metres from the A350. 	<ul style="list-style-type: none"> High potential to improve walking and cycling routes between Pewsham, Monkton Park and beyond. Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
D1	<ul style="list-style-type: none"> Proximity to secondary schools (100% within 1 mile of Abbeyfield). Adjacent to main bus corridor (81% within 400 metres of the A4 London Rd). More than 1000 metres from any 'congested corridors where mitigation would be challenging'. 	<ul style="list-style-type: none"> Distance from town centre (more than 1 mile), railway station (95% more than 1.5 miles), Community Hospital (99% more than 1.5 miles), employment areas (more than 1 mile) More than 2500 metres from the A350. 	<ul style="list-style-type: none"> Some potential to improve bus service provision along the London Road corridor.

D3	<ul style="list-style-type: none"> Proximity to Community Hospital (83% within 1.5 miles). 	<ul style="list-style-type: none"> Distance from railway station (67% more than 1.5 miles). Beyond 400 metres from any main bus corridor. 	<ul style="list-style-type: none"> Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
D4	<ul style="list-style-type: none"> Proximity to secondary schools (100% within 1 mile of Abbeyfield). More than 500 metres from any 'congested corridors where mitigation would be challenging'. 	<ul style="list-style-type: none"> Distance from town centre (more than 1 mile), railway station (95% more than 1.5 miles away), employment areas (more than 1 mile) More than 2500 metres from the A350. 	<ul style="list-style-type: none"> Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
D7	<ul style="list-style-type: none"> Proximity to Community Hospital (100% within 1.5 miles). 	<ul style="list-style-type: none"> Beyond 400 metres from any main bus corridor. 	<ul style="list-style-type: none"> Some potential to improve the local highway network, and reintroduce bus services to the Pewsham estate.
E1	<ul style="list-style-type: none"> Proximity to Community Hospital (88% within 1 mile), employment (100% within 1 mile of Methuen Park). Adjacent to main bus corridor (97% within 400 metres of B4528/B4643). More than one third of land area within 1000 metres of the A350. 	<ul style="list-style-type: none"> Distance from secondary schools (68% more than 1.5 miles). 	<ul style="list-style-type: none"> Some potential to improve the local highway network. High potential to improve bus service provision along the B4528/B4643 corridor into Chippenham town centre.
E2	<ul style="list-style-type: none"> Proximity to Community Hospital (89% within 1 mile), employment (100% within 1 mile of Methuen Park). Adjacent to main bus corridor (92% within 400 metres of B4528/B4643). More than one third of land area within 1000 metres of the A350. 	<ul style="list-style-type: none"> Distance from secondary schools (73% more than 1.5 miles). 	<ul style="list-style-type: none"> Some potential to improve the local highway network. High potential to improve bus service provision along the B4528/B4643 corridor into Chippenham town centre.
E3	<ul style="list-style-type: none"> Proximity to Community Hospital (65% within 1 mile), employment (89% within 1 mile of Methuen Park). Adjacent to main bus corridor (89% within 400 metres of B4528/B4643). More than half of land area within 1000 metres of the A350. 	<ul style="list-style-type: none"> Distance from town centre, particularly the southernmost parts. Also, distance from railway station (69% more than 1.5 miles), and from secondary schools (81% more than 1.5 miles). 	<ul style="list-style-type: none"> Some potential to improve the local highway network. High potential to improve bus service provision along the B4528/B4643 corridor into Chippenham town centre.
E5	<ul style="list-style-type: none"> Proximity to Community Hospital (91% within 1 mile), employment (100% within 1 mile of Methuen Park). Adjacent to main bus corridor (93% within 400 metres of B4528/B4643) More than one third of land area within 1000 metres of the A350. 	<ul style="list-style-type: none"> Distance from secondary schools (72% more than 1.5 miles) 	<ul style="list-style-type: none"> Some potential to improve the local highway network. High potential to improve bus service provision along the B4528/B4643 corridor into Chippenham town centre.

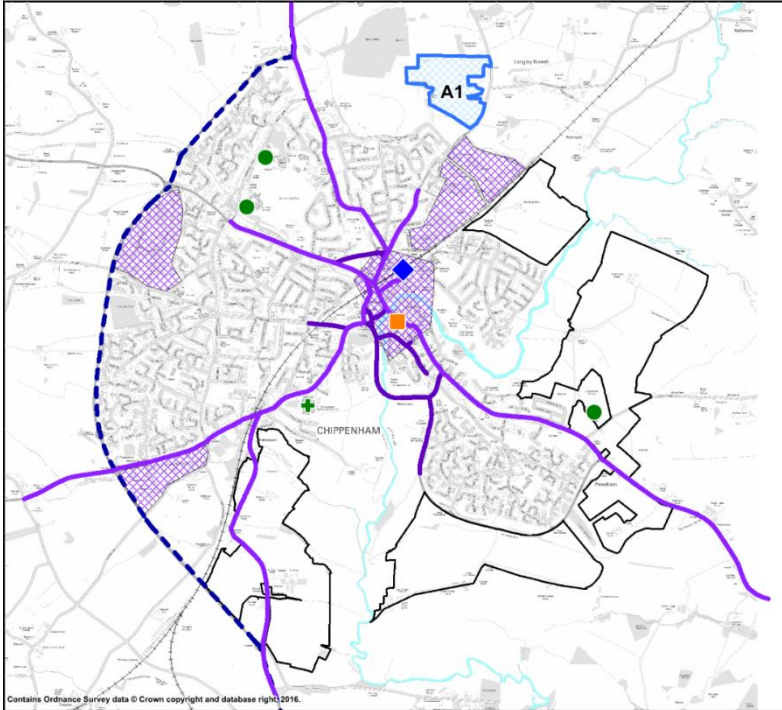
Appendices



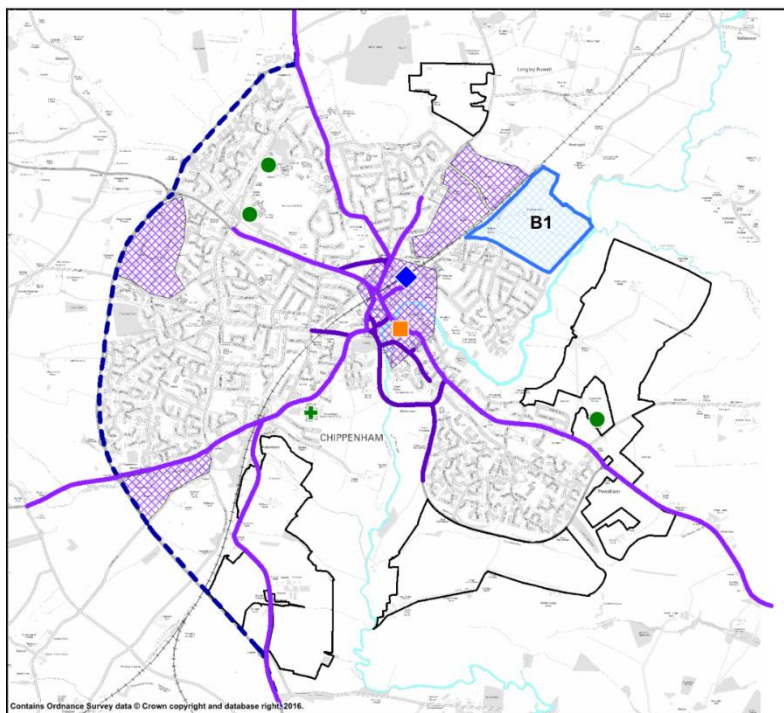
Appendix A. Strategic Site Options

The plans contained in this Appendix show only the net developable areas for residential and employment use within each Strategic Site Option.

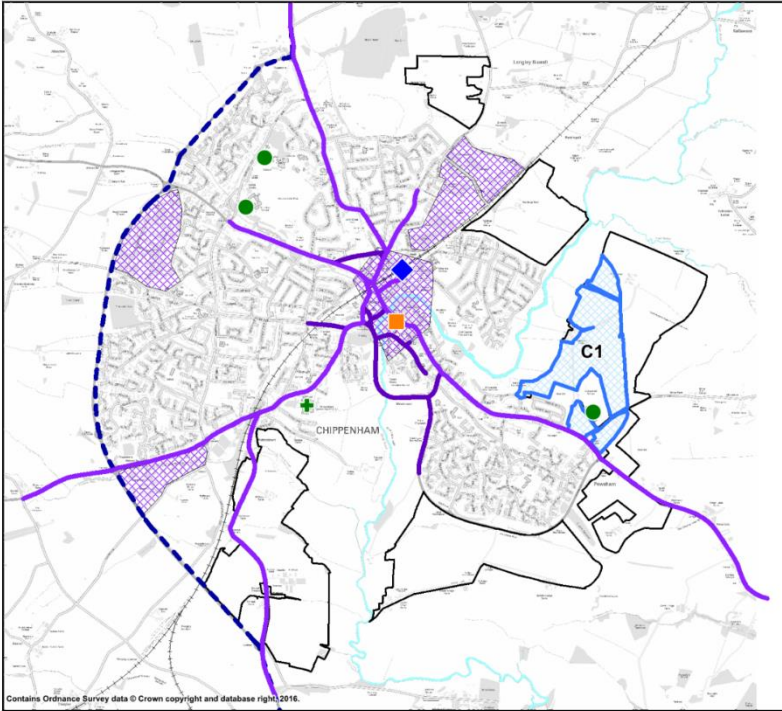
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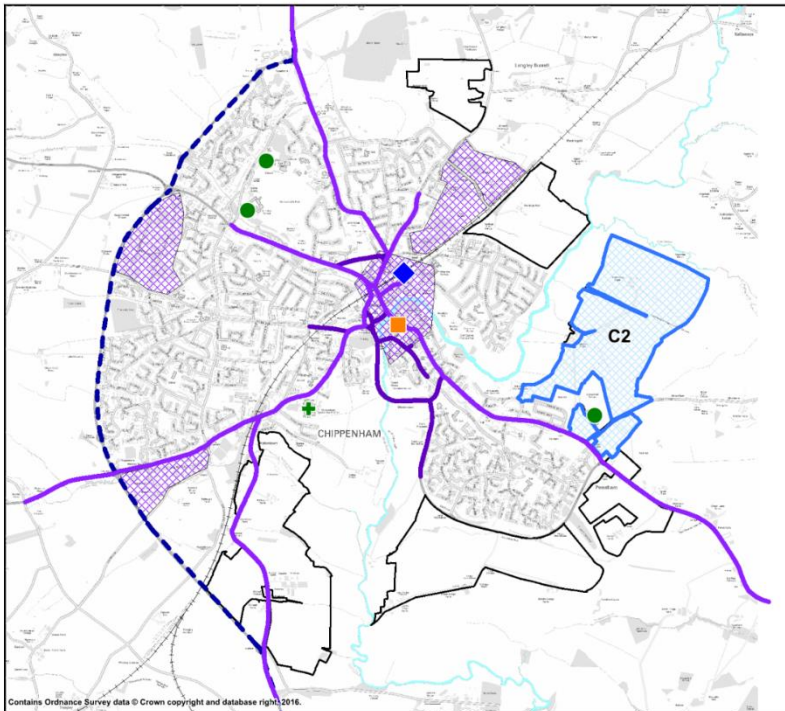
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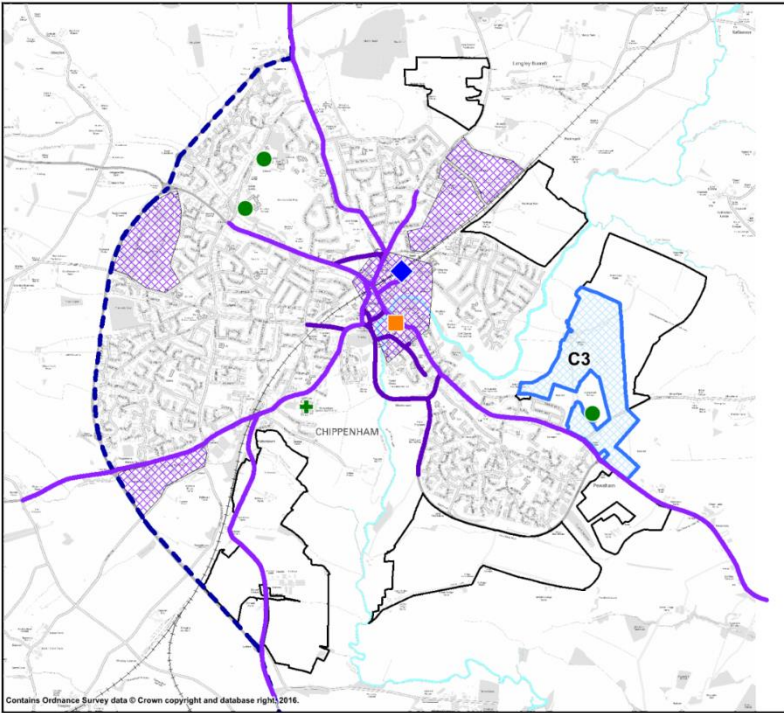
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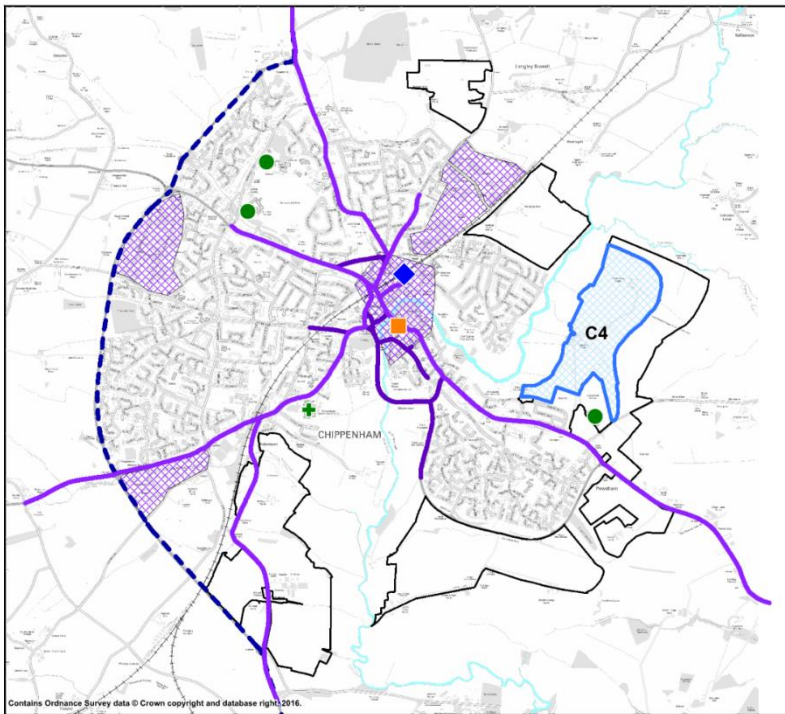
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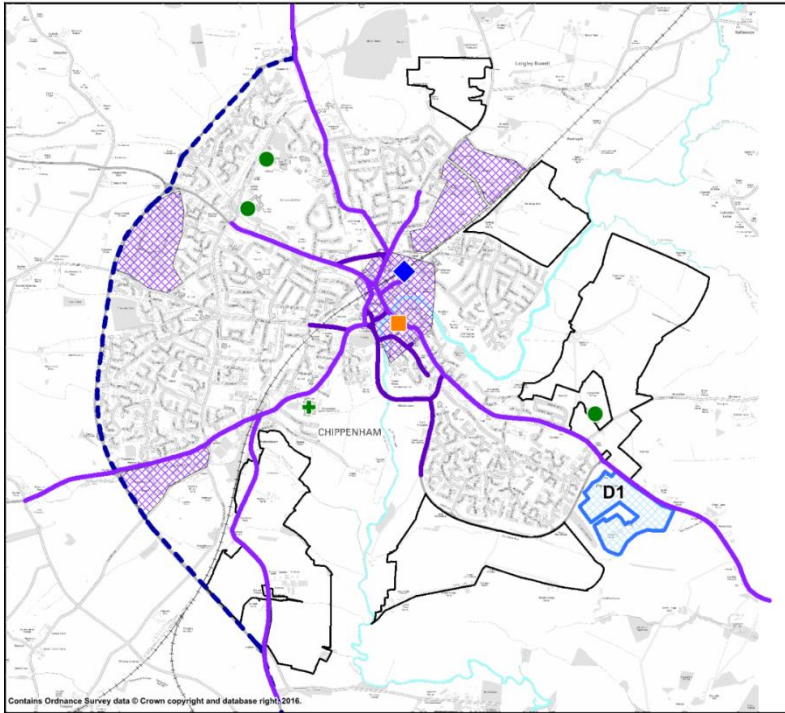
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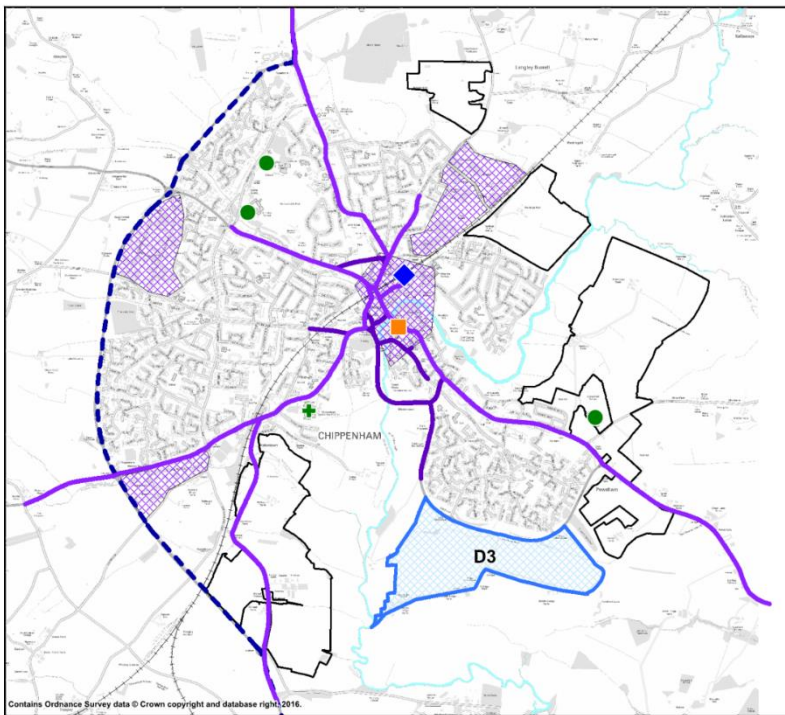
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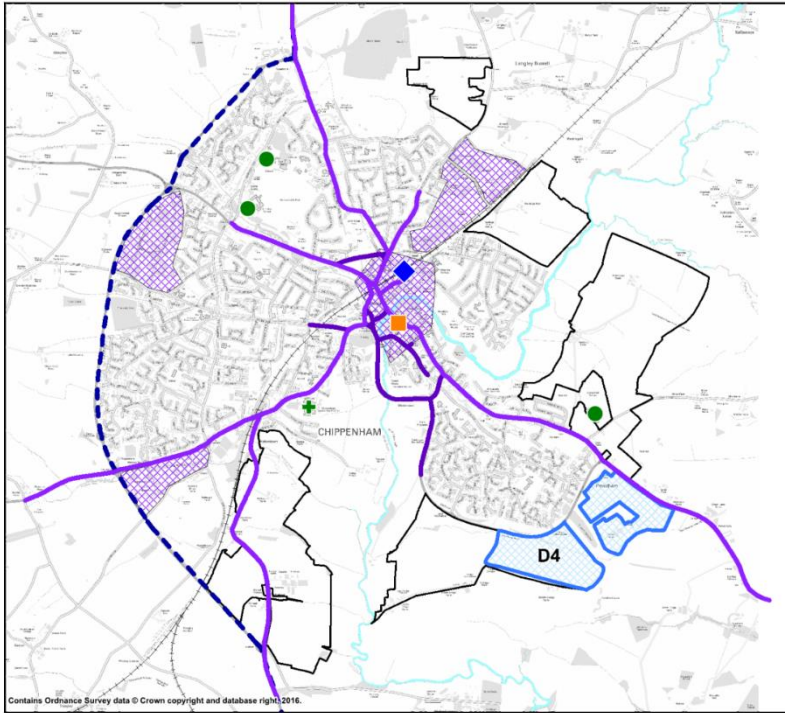
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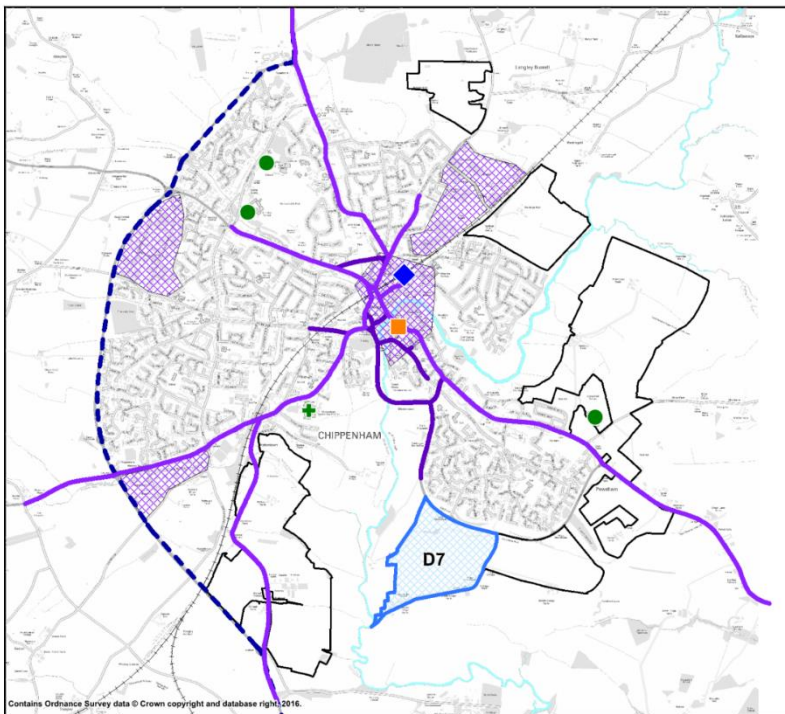
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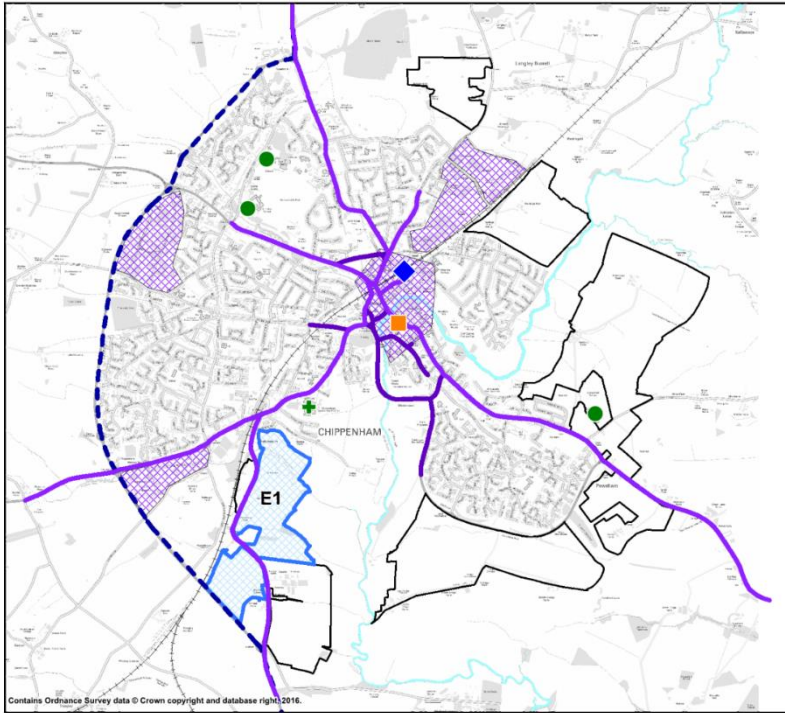
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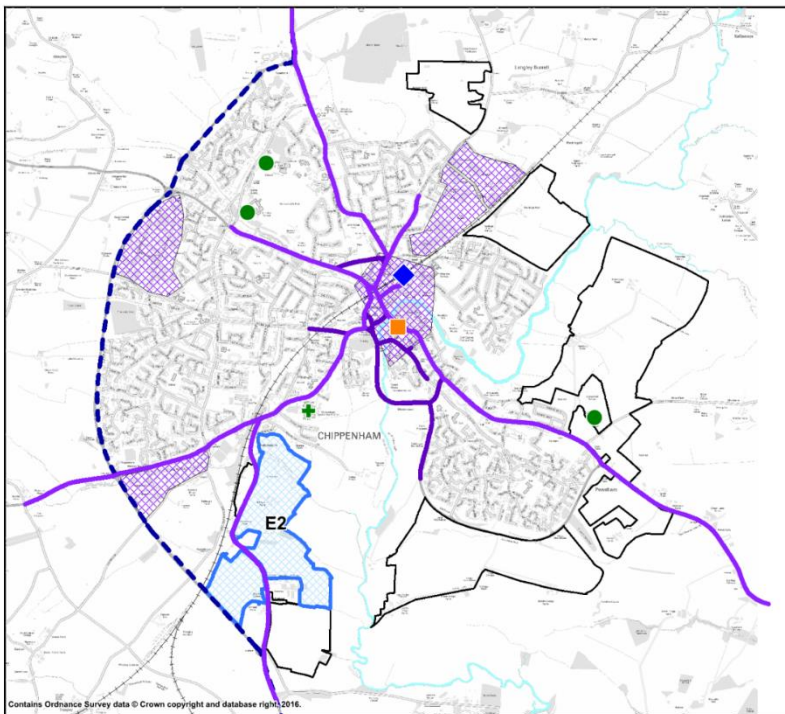
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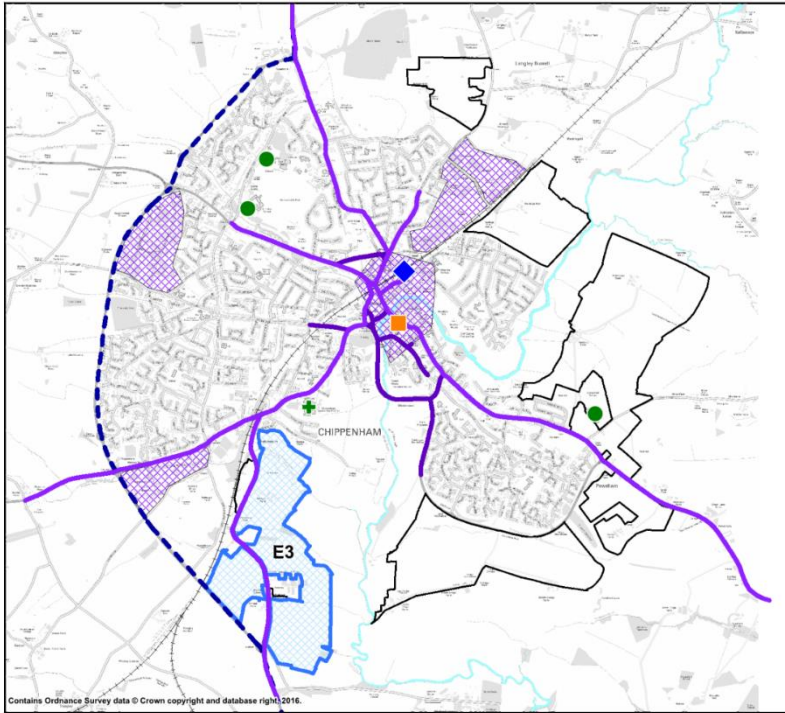
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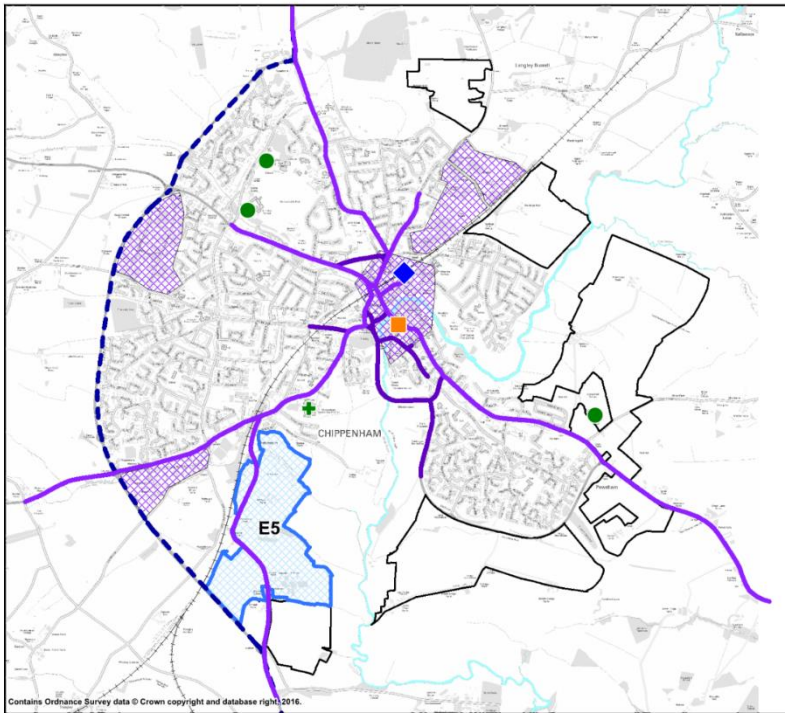
E2



E3



E5



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